

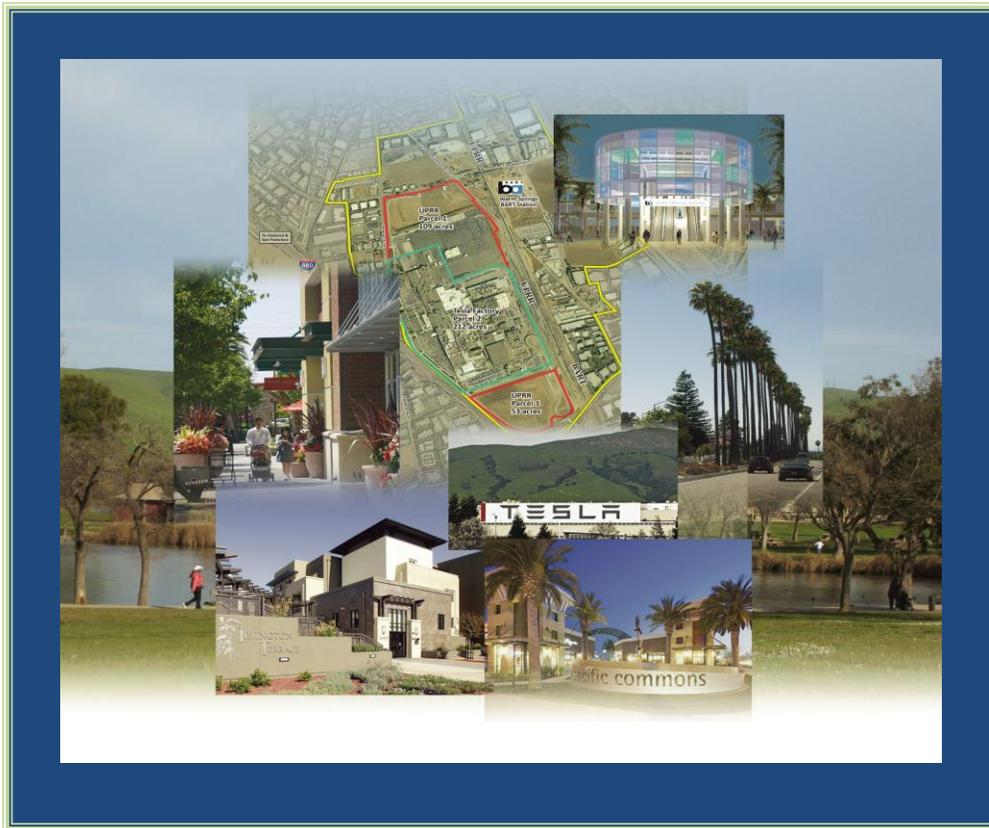
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# Legislative Guiding Principles and Priorities 2016

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*Pursuing and protecting the best interests of the City of Fremont through legislative advocacy and partnerships at the regional, State and federal level.*

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## **Top Legislative Guiding Principles**

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The Legislative Guiding Principles and Priorities represent a framework for organizing the City's legislative interests at the regional, State and federal level. The following key legislative guiding principles form the foundation of the City's advocacy efforts.

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### **Protect Local Control**

The City values its ability and authority to exercise local control, enable excellent public services and protect and enhance the quality of life for Fremont residents and businesses, and supports efforts to streamline regulations that simplify the job of running the City and opposes efforts that erode the City's authority to control its own affairs.

### **Ensure Competitiveness Through Strategic Economic Development**

The City embraces efforts to obtain funding for economic development, including planning and implementation of regional transportation; economic stimulus programs; jobs legislation; and small business entrepreneurship training and assistance.

### **Promote Investment in Transportation, and Infrastructure Maintenance and Rehabilitation**

The City supports legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure and building new system capacity to support smart growth principles.

### **Keep Fremont Safe**

The City supports legislation and policies that enable local officials to access resources to provide quality police, fire, emergency management, emergency medical services, youth violence prevention initiatives, and community efforts.

### **Protect and Increase Local Funding; No Unfunded Mandates**

The City supports legislation that aids recovery of City costs stemming from state and federal mandates.

### **Pursue or retain federal and State funding for key efforts**

The City continues to vigorously pursue federal and State funding for key efforts and activities, and actively seeks to retain any such funding previously allocated for those purposes.

### **Pursue efforts to create new financing tools to support and build affordable housing**

The City remains firmly committed to the production of high quality, affordable housing for a range of income levels and target populations such as families, seniors and those with special needs.

### **Promote Environmental Sustainability and Smart Growth Development**

The City values policies that promote sustainable development; improve environmental standards and the regulatory process; provide incentives and financial support for preservation of natural resources; expand sustainable energy policies; and are consistent with the City's Climate Action Plan.

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## **2016 Legislative Priorities**

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### **Community and Economic Development**

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**Economic Stimulus Programs:** Support federal and State efforts and legislation that fund economic stimulus programs; jobs legislation; and financially supports small business entrepreneurship training and assistance. Support legislation that replaces redevelopment with policies to stimulate economic development, which might include lower thresholds for bonds and other incentives.

**New Business Attraction:** Support efforts to attract new business to the State that are revenue neutral to local governments and do not impact the limited revenues cities receive. This includes continuation of the California Competes Tax Credit and any enhancement to programs offered by the Governor's Office of Business and Economic Development (Go-Biz). Support the use of foreign-trade zones to encourage and expedite international trade in the U.S.

**Prop 39 Funding:** Support broadening the implementation of Proposition 39 to direct funding towards an array of diverse projects, including energy efficiency projects for cities, for maximum impact to the state and the clean tech industry.

**Industry-Specific Issues:** Support programs and additional incentives for advanced manufacturing and its supply chain, such as Investing in Manufacturing Communities Partnerships (IMCP), National Network of Manufacturing Innovation (NNMI), the California State Sales Tax exemption for Manufacturing, and California Competes.

**Immigration Reform:** Support comprehensive immigration reform that provides opportunities for all immigrants to achieve economic success and a pathway to citizenship (League of CA Cities Federal Priority). Support an increase in the cap for H-1B visas, which allow employers to hire foreign workers for jobs that require advanced technical skills. The City also supports the continuation of the EB-5 Program.

**Preservation of Local Land Use Authority:** Oppose legislation that would remove or limit local government land use authority.

**Housing Elements:** Oppose legislation that penalizes local governments for noncompliance with their housing element requirements, since compliance is based on several factors, such as the economy, that are not within the control of local government.

**Flexibility in Meeting the Regional Housing Needs Assessment:** Support legislation that provides flexibility in meeting the Regional Housing Needs Assessment (RHNA) requirements that are mandated by State Housing Law as part of the periodic process of updating the housing element in the General Plan.

**Affordable Housing:** Support new financing tools for local government to support, build and preserve affordable housing and legislation that provides for the creation of a long-term funding source dedicated to financing affordable housing.

**Housing Tax Incentives:** Support tax incentives to promote investment in the production of multi-family rental housing including expansion of the Low-Income Housing Tax Credit (LIHTC) program to create mixed-income developments.

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**HOME Investment Partnerships Program (HOME) Program:** Preserve funding for the HOME program, which directs formula grants to local governments to create affordable housing for low-income households (League of California Cities Federal Priority).

**Sustainable Development:** Support legislation that provides financial and technical support to local government in implementing sustainable development practices such as transit-oriented development, green building, consideration of existing and future development impacted by sea level rise, and other sustainable practices such as greening the code and support for the Climate Action Plan.

**CEQA Reform:** Support legislation that streamlines CEQA review and requirements.

## **Transportation and Infrastructure**

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**Lower Threshold for Approval of Transportation Sales Taxes:** Support a constitutional amendment to lower the threshold for approval of sales and use taxes for transportation purposes. Currently, such taxes must be approved by two-thirds of the voters. The City supports lowering the requirement to either 55% (the same requirement for schools), or to a simple majority.

**Long Term Transportation Authorization:** Support adoption of a long-term federal transportation authorization that provides a stable and reliable funding stream for transportation including: the transportation reauthorization bill, MAP-21 with focus on maintenance and preservation, and funding for roads, bridges, freight, and transit Support legislation that identifies new funding streams capable of supporting future transportation needs.

**Funding for Infrastructure Projects:** Support federal and State legislation that provides funding for local government infrastructure projects, and targets funds for maintenance to local agencies. The City also supports legislation for new tools, authority, and funding to enable increased investment in state and local infrastructure and economic development.

**Fuel Tax Increase:** Support fuel tax indexing or an increase to provide additional funding for local street projects, especially maintenance, and support efforts that protect against transportation funding diversions.

**Regional Partnerships:** Support efforts that encourage regional cooperation and coordination to develop, promote, and fund transportation solutions at the city, county, and regional level.

**Peak Congestion:** Support legislation to provide funding to help mitigate the traffic impacts of projects that create peak period congestion.

**Cap-and-trade expenditure plan:** Support cap and trade funds derived from transportation fuels for clean transportation purposes.

**Preservation of Eminent Domain for Infrastructure:** Oppose legislation that reduces the City's condemnation authority regarding acquisition of properties required for public projects.

**Quiet Zones:** Support legislation that provides funding for quiet zone improvements or allows existing funding sources that pay for other transportation improvements to also be used for quiet zones.

**Copper Wire Theft:** In partnership with other local agencies, continue to support legislation that strengthens penalties against: 1) offenders who steal copper wire; and 2) scrap metal dealers that purchase stolen copper wire.

**Transportation and Land Use:** Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs, and support local flexibility and decision-making on land-use for transit-oriented development (TOD) and priority development areas (PDA's). The City also supports innovative financing opportunities to fund TOD and PDA implementation (Alameda County Transportation Commission Legislative Priority).

**\*High Occupancy Vehicle / Toll Lane:** Support high occupancy vehicle / toll lane expansion in the Bay Area that supports innovative project delivery (Alameda County Transportation Commission Legislative Priority). Ensure any projects include local outreach and ability to enforce that lanes are used for their intended purpose.

**\*Vision Zero:** Support new legislation and funding that would assist in implementing the Vision Zero traffic safety policy goal of eliminating traffic fatalities by facilitating safer streets, safer travel behaviors and safer vehicles.

## **Public Safety**

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**Realignment Resources:** Support efforts to provide funding to cities to mitigate the policing impacts of public safety realignment (AB 109).

**\*Proposition 47 Resources:** Seek continued assistance to deal with the impacts of Proposition 47 (Reduced Penalties for Some Crimes Initiative).

**Emergency Preparedness Resources:** Support legislation to provide resources for emergency planning, training, exercises, and equipment for emergency workers, and support funding for training and equipment purchases for first responders to improve their ability to respond to hazardous materials accidents.

**Safe Schools:** Support legislation that provides funding for school safety programs, including School Resource Officers (SRO's) and Safe Routes to School.

**COPS and JAG Funding:** Support full funding for the Citizens' Option for Public Safety (COPS) program and the Byrne/Justice Assistance Grants (JAG) program; and renew suspension of the COPS grant's local cost share requirement (League of California Cities Federal Priority).

**POST Funding and City Law Enforcement Grants:** Support continued full Peace Officer Standards and Training (POST) funding for law enforcement training and maintain the funding level of \$40 million for City Law Enforcement grant funds.

**Urban Area Security Initiative Funding:** Support full funding for the Urban Area Security Initiative (UASI); and maximize first responder funding, as well as flexibility in the use of funds to assist areas of need (i.e. personnel, training and target hardening).

**Fire Protection in Schools:** Support requiring the installation of automatic fire sprinkler systems in new and remodeled schools.

**Fire Service Funding:** Support funding for disaster preparedness and training, including the Staffing for Adequate Fire and Emergency Response (SAFER) program, which helps pay for firefighter salaries and benefits, and funding for the Metropolitan Medical Response System (MMRS).

**Interoperability:** Support funding for interoperability initiatives to better facilitate coordinated and effective emergency response by police, fire, EMS, and non-public safety departments in cities and across regional jurisdictions.

**Use of Technology:** Support legislation that encourages the use of technology in efforts to fight crime.

**\*Police Cameras:** Support funding and integration of video recording system between police officers (body cameras) and in-vehicle (dash cams). Support the development of policies related to public record, discovery, privacy and storage.

**Medical Marijuana:** Support legislation to enact regulations consistent with the Medical Marijuana regulation and Safety Act that preserves local control. The City supports legislation that will assist patients with legitimate medical needs, in a manner that comports with the needs of law enforcement, local governments, patient advocates, local community organizations, and medical professionals.

**Human Trafficking:** Support legislation that would provide funding to programs that raise public awareness about Human Trafficking and train law enforcement on handling and investigating Human Trafficking cases, and/or; identify, rescue, and provide services to victims of human trafficking, including the prosecution of Human Trafficking perpetrators.

**\*Rail Safety:** Support legislation that would promote rail safety improvements such as controlled brake controls and the expediting of real-time information to first responders. Provide additional funding for emergency personnel training to deal with rail safety issues in communities with rail lines. (League of California Cities Federal Priority)

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## **Community and Human Services**

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**Playground Safety Guidelines:** Support legislation that protects cities from liability for use of playgrounds and supports ensuring that all new safety mandates come with associated funding to help cities comply with the guidelines.

**CalWORKS:** Support replacing the 'benefits cliff,' the loss of public benefits as a result of income and asset increase, with rational policies that gradually and sensibly ramp down benefits as a household's income or resources increase. The City supports funding for CalWorks programming to help families achieve economic independence.

**\*Children and Youth:** Support legislation that provides public funding for effective programs and services, and expansion of opportunities for children and youth ages 0-24 years, which include:

- Youth development programs that promote civic engagement and reduce delinquency through conflict resolution.
- Gang resistance programs with vocational training and employment opportunities.
- Youth diversion programs that ensure at-risk youth, first time offenders and youth on Probation are diverted from the juvenile justice system and re-engaged in positive civic life.

**Community Development Block Grant Funding (CDBG):** Oppose any reductions to formula funding for the Community Development Block Grant Program.

**Economic Self-sufficiency:** The City supports funding for family economic self-sufficiency programs such as money management classes, Individual Development Accounts (IDAs), peer lending circles; and the Volunteer Income Tax Assistance (VITA) program, which helps low-income individuals file their tax returns and qualify for the various credits and deductions available to them. The City supports funding for programs that integrate or “bundle” financial and workforce development services, creating effective pathways to economic opportunity for lower income families. The City supports funding that creates pathways of support to Pre-apprenticeship Trades programs as well as better alignment between public career education and post-secondary training leading, which will lead to living wage middle-skilled STEM careers.

**Family Resource Centers:** Support funding for family resource centers, which provide comprehensive integrated programs to improve the quality of life and strengthen individuals, teens, and families through services and activities.

**Homelessness:** Support legislative efforts that allocate funding directly to local municipal and county jurisdictions for rapidly rehousing homeless individuals and families and those who are Veterans. Support County efforts to streamline and prioritize the allocation of permanent supportive housing to those experiencing chronic homelessness with the highest needs and greatest barriers towards obtaining and maintaining housing on their own.

**Medi-Cal Access and Health Care Funding:** Support legislation that increases access to health care for all individuals; expands federal support for Medi-Cal reimbursement programs such as Medi-Cal Administrative Activities (MAA) and Targeted Case Management (TCM). Support efforts to comply with health care reform legislation, and statewide implementation of the California Health Benefit Exchange, Covered California.

**Mental Health:** Support legislation that provides funding for community education about the value of early intervention and treatment for mental disorders, including substance abuse, and enforces regulations requiring that health insurance policies treat addiction and mental illness on the same level as other illnesses.

**Nutrition and Wellness:** Oppose any cuts to the CalFresh Program, formerly known as Food Stamps and federally known as the Supplemental Nutrition Assistance Program (SNAP); and support all efforts to increase participation in this federal nutrition program that provides food for families in need and provides increased tax revenue for the local community.

**Senior Services:** Oppose funding cuts, and support the reinstatement of funding for community-based programs that serve seniors, and supports cost-of-living adjustments for Social Security and other entitlement programs.

**Special Populations:** Support legislation that funds affordable housing and other supportive services for special populations such as people with health and mental health conditions, impairments, and/or disabilities.

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## Environment

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**Climate Protection:** Support legislation and policies that assist local government in meeting or exceeding locally established goals of reducing global warming pollution levels to 25% below the 2005 levels by 2020, provided that cities maintain autonomy and discretion over whether to implement, including reducing dependence on fossil fuels, developing alternative energy resources and developing fuel-efficient technologies.

**Landfill:** Support legislation that supports the development of alternative technologies such as anaerobic digestion or mixed waste processing that result in waste diversion from landfills.

**Litter Control and Abatement:** Support legislation to address litter control and abatement problems in California.

**Recycling:** Support continuation of the existing California Integrated Waste Management Act (AB 939) waste diversion requirements and the new state goal of 75% diversion by 2020 (AB 341) as well as programs that help cities go beyond the 75% diversion goal. The City also supports diversion measurement and reporting improvements that do not adversely impact the assessment of compliance efforts made by local jurisdictions.

**Producer Responsibility:** Support State and federal legislation that encourages companies to assume responsibility for the costs of collecting, processing, recycling, or disposing of products at end-of-life that would otherwise become a burden on local government.

**Recycled Product Market Development:** The City supports legislation that encourages manufacturers to include post-consumer recycled material in their products and encourages state and local government agencies and school districts to use less toxic and recycled content products.

**Solid Waste:** Oppose legislation that preempts local planning decisions regarding solid waste facility sites, preempts local solid waste and AB 939 fee setting authority, or imposes taxes or fees on local solid waste programs to fund State programs not directly related to solid waste management.

**Stormwater Program Funding:** Support legislation that would make it easier for cities to fund and comply with new and increasingly stringent storm water quality permit requirements.

**Water Conservation:** Support legislation and policies that assist local government in meeting or exceeding established goals of reducing water consumption without preempting local planning decisions.

**Energy Efficiency:** Support legislation that assists regional and local governments in development and implementing energy efficiency and conservation strategies and ensure that local governments can continue, and not be preempted in, their efforts to achieve economic

improvements through increased energy efficiency and conservation plans that seek to decrease carbon emissions (League of California Cities Federal Priority).

## **Revenue, Taxation and Telecommunications**

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**Lower Threshold for Local Taxes:** Support a constitutional amendment to lower the threshold for approval of local taxes to either 55% (the same requirement schools now face) or to a simple majority, especially to encourage economic and local development as well as to meet public safety needs.

**Tax Exempt Status of Municipal Bonds:** Oppose legislation that eliminates or places a cap on tax-exempt municipal bonds. (League of California Cities Federal Priority)

**Online Sales Tax:** Support legislation that would allow states and municipalities to require remote sellers to collect state and local sales and use taxes already owed to them. (League of California Cities Federal Priority)

**New Economy:** Support policy options for responding to the erosion of the major local government revenue sources resulting from the expansion of e-commerce, increased consumption of retail services rather than goods, changing patterns of commerce, and innovations in technology. Ensure changes to any policies adequately address local government concerns; and are capable of being integrated into existing operations.

**\*Shared Economy:** Oppose efforts by online travel companies to circumvent remittance of transient occupancy taxes (TOT) from hotel reservations purchased through the internet. (League of California Cities Federal Priority) Support policy options, such as a requirement for short-term housing rental platforms such as Airbnb to collect rental payments, to facilitate equitable enforcement of transient occupancy tax ordinances.

**Equitable Allocation:** Support legislation that provides stable dedicated revenue to support all City responsibilities, and establishes a more equitable distribution of locally generated taxes (property, sales, etc.).

**Fiscal Reform:** Oppose continued State efforts to find ways to divert local revenues and encourages the State to find other ways to balance its budget. Oppose legislation that would limit the City's ability to rearrange finances based on the need at hand.

**Flexibility in Use of Funds:** Support legislation that lifts restrictions on restricted funds to provide the highest levels of discretion to elected representatives to manage the financial affairs of their jurisdictions.

**Community Access Preservation Act:** Support legislation that preserves Public Access, Educational, and Government (PEG) channels and funding for PEG channels from cable and video providers and that changes the existing law to remove the distinction between "capital" and "operating" for use of PEG fees.

**Build-out of Facilities:** Support legislation that provides a reasonable timeframe for deployment of telecommunications services by providers that includes a clear plan for sequencing of the build-out of facilities within an entire franchise area.

**Municipal Broadband Networks:** Preserve local authority to deploy and operate municipal broadband networks, through either public-private partnerships or systems wholly owned by the municipality.

**Use of Public Rights-of-way:** Support local ability to regulate use of public rights-of-way.

**\*Public Education Facilities Financing:** Support funding mechanisms that can be used to finance new educational facilities; that do not adversely impact city government.

## **Administration and Employee Relations**

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**Mandated Employee Benefits:** Oppose legislation mandating local employee benefits because such benefits can impose financial costs and administrative burdens on local governments. Decisions about employees' health and retirement benefits, and internal investigative processes should be made at the local level, through the collective bargaining process, not mandated by the State.

**Retiree Medical:** Oppose any legislation that would make participation in any program to pre-fund other post-employment benefit (OPEB) obligations mandatory. However, the City does support legislation that expands the universe of employee self-funded medical benefits on a tax-advantaged basis under State law in coordination with programs and funding mechanisms developed under federal law.

**Mandatory Social Security Coverage:** Oppose mandatory Social Security coverage.

**Social Security and Local Government Pensions:** Support modifying legislation so that City employees are not penalized for work performed in addition to their local government service.

**Workers' Compensation:** Oppose any new or additional workers' compensation benefits and support legislation to further reform the system and lower employer costs. As one example, the City opposes legislation to extend the leave of absence at full salary, tax free, from the current one year to which public safety employees who are totally temporarily disabled by injury or illness on the job are entitled (Labor Code Section 4850).

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**2016 MAJOR FUNDING PRIORITIES - INFRASTRUCTURE NEEDS**

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1. **Civic Center Phase 1 Design and Implementation** - A key feature of creating a new identity for the Downtown District is establishing a distinctive public realm. The Civic Center will be an essential focal point of this public realm in terms of scale, character and focus. The designated site in the Downtown for the Civic Center is centrally located and provides for a variety of public indoor and outdoor spaces plus City administrative offices with adjacent parking facilities to support staff, visitors, and nearby businesses. The approved conceptual Master Plan identified four phases of implementation and was modified in October 2015 to address reprioritization of goals related to sustainability, housing and order of phasing. Phase 1, is scheduled to begin construction in Summer 2017.  
**Estimated funding gap: \$25 million**
2. **Street/Pavement Rehabilitation** - The City's 500 miles of streets are its highest valued capital asset, with an investment of over \$1 billion. As any street system ages and traffic loading increases, the long-term maintenance needs increase. The City's Pavement Management System (PMS) has identified approximately \$205 million in needed pavement maintenance over the next five years. This investment level consists of \$15 million annually for the preventative maintenance of streets in a fair and good condition – a total of 420 miles or 84% of street system. An additional \$130 million in one-time costs is needed to rehabilitate or reconstruct 80 miles (16%) of streets in "poor" condition. The currently available funding is approximately \$10 million annually.  
**Estimated funding gap: \$5 million annually and \$130 million one-time over the next 5 years**
3. **ADA Compliance for Intersections** - The City desires to upgrade or install intersection ramps to comply with the latest Americans with Disabilities Act (ADA) standards within the public right-of-way. The new ramps will meet the ADA requirements for slopes, landings, and detectable warning surfaces. The ramps will improve the accessibility of public sidewalks, and the detectable warning surfaces will alert visually impaired pedestrians to the presence of an intersection.  
**Estimated funding gap: \$45 million**
4. **Sidewalk Repair** - The City's infrastructure, in many areas, is over fifty years old, and the street trees are just as old or older. The roots from these street trees can displace pavement and cause hazardous conditions for pedestrians and cyclists. The City now provides temporary patches and has a long-term plan to fix sidewalks. However, the needs exceed the City's available resources. As the City ages, this problem will grow unless funds can be secured to increase capacity to deal with the street trees and sidewalks.  
**Estimated funding gap: \$25 million**
5. **Citywide Fiber Optic and Intelligent Transportation Systems (ITS) Deployment** - As the City's existing copper signal interconnect cable (that communicates media for the City's traffic signals) ages and becomes obsolete, it needs to be replaced by high bandwidth fiber optic cable. The use of fiber optic cable creates the opportunity to serve other City needs and facilities not possible with the current copper interconnect cable. This project, which can be phased and constructed on a segment-by-segment basis, would install fiber optic cable throughout Fremont to interconnect facilities such as traffic signals, fire stations, community centers, recreation centers, and libraries. In addition, the installation of closed

circuit television cameras and changeable message signs throughout the city would enable staff to better manage and direct traffic.

**Estimated funding gap: \$20 million.**

## **ACTC PRIORITY PROJECTS**

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Alameda County Voters approved Measure BB in 2014, which implemented a 30 year Transportation Expenditure Plan. The Plan is funded by a 1 percent sales tax in the county dedicated to transportation expenses. The revenue for this tax was designed to be controlled by the Alameda County Transportation Commission. The 30 year plan proposed \$7.8 billion in spending to improve and maintain transportation infrastructure and systems in the County. The key projects identified by the 2014 Alameda County Transportation Expenditure Plan in Fremont are identified below. The Expenditure Plan was developed in conjunction with Alameda Countywide Transportation Plan, a steering committee and two work groups. Measure BB funds will provide the funding for the identified projects:

1. **Warm Springs/South Fremont West Access Bridge and Plaza** - The Warm Springs/South Fremont BART station is designed to have access from both the east side of the station toward the BART parking lot, and the west side of the station toward the City's major employment center which includes the TESLA factory. However, the current Warm Springs Extension Project only funded station access from the east. In order to further support the Warm Springs employment center and innovation district vision, the City and BART are partnering to design, and build the bridge to access the west side of the BART station which will further facilitate development of parcels west of the station. The City supports the use of regional, state, or federal funding to realize the final design and construction of the West Access Bridge and Plaza.
2. **Irvington BART Station** - As far back as 1979, plans for the Warm Springs BART Extension have assumed the extension would include an Irvington BART station located near the intersection of Washington Boulevard and Osgood Road. Due to funding constraints, BART's Warm Springs Extension funding plan does not include the Irvington Station. Instead, the Irvington Station has been designated as an optional station with the City being responsible for identifying and securing the necessary funding for the station. Because this is a very substantial project with regional transportation benefits, the City seeks regional, state and federal funding for the Irvington Station to offset all or a portion of the station's construction cost.
3. **Mission Boulevard/I-680 Interchange Improvement Project** - Mission Boulevard is the most direct path between I-680 and I-880 and is used by thousands of regional commuters each day to move between the two freeways. The "short-term" improvements (as opposed to reconstructing Mission Boulevard into a full freeway) include improvements to the I-680/Mission Boulevard interchange and the widening of Mission Boulevard between Warm Springs Boulevard and I-680.
4. **Auto Mall Parkway Widening** - Auto Mall Parkway is the second most used connector between I-680 and I-880 in Fremont. For many years, the City has planned to widen Auto Mall Parkway to six lanes but has had insufficient funding to do so. The need for these improvements will increase as the large areas of vacant or underutilized land in the Warm Springs area develop.

5. **Mowry Avenue Widening Between Overacker Avenue and Mission Boulevard (under two active railroad bridges)** The segment of Mowry Avenue between Overacker Avenue and Mission Boulevard passes under two old narrow railroad bridges that force the roadway to narrow to one lane in each direction. This segment of Mowry is one of the most congested roadways in the City, and it had been determined to be “deficient” by the County’s Congestion Management Agency. To eliminate the bottleneck, this segment of Mowry Avenue needs to be widened to two lanes in each direction. This requires demolishing and reconstructing both railroad bridges while maintaining freight service and widening the street.

\*Asterisks denote new priorities added in 2016.