



Meeting Notice

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Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, February 3, 2014, 10:30 a.m.*

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

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

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

Public Comments

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

Reminder

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

Glossary of Acronyms

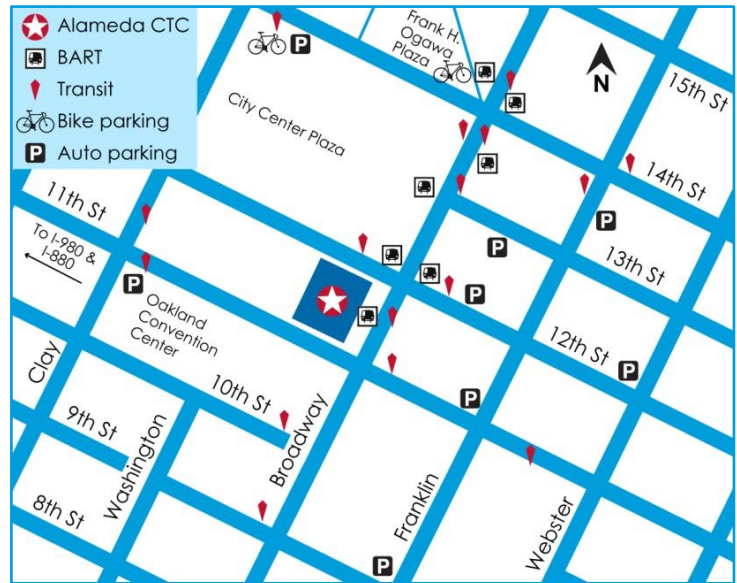
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda

Monday, February 3, 2014, 10:30 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Tim Sbranti, City of Dublin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, Michael Gregory, John Marchand, Elsa Ortiz, Marvin Peixoto, Jerry Thome
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaisons: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [January 13, 2014 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the January 13, 2014 meeting minutes.

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

3 I

5. Legislation

5.1. [Legislative Update](#)

5 A/I

6. Planning and Policy

6.1. Transportation Expenditure Plan Update (Verbal)

I

6.2. [Countywide Multimodal Arterial Plan Scope of Work](#)

13 A

Recommendation: Approve the scope of work and authorize the release of a Request for Proposals (RFP) for development of a Countywide Multimodal Arterial Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

6.3. Countywide Multimodal Plans Update (Verbal)

I

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: March 10, 2014

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



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted and a quorum was confirmed.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. November 4, 2014 PPLC Meeting Minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Ortiz motioned to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed unanimously.

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on federal and state legislative initiatives. She provided an update on the federal budget as well as federal transportation issues, including MAP-21 reauthorization. On the state side, Tess updated the committee on the governors' budget, transportation funding and cap and trade bills.

Commissioners expressed interest in the Governor's proposal regarding Infrastructure Financing Districts (IFD) and queried the requirements for allowing a jurisdiction to move forward with implementation. Tess provided information on the requirements of fulfilling all close out of former redevelopment agencies before jurisdictions are allowed to make use the IFD as proposed in the Governor's budget.

Commissioner Haggerty wanted to know if we could include additional enforcement by the California Highway Patrol into the legislative program. Tess stated that there was already language in the legislative program that could be applied towards CHP enforcement along the I-580 corridor.

This item was for information only.

6. Planning and Policy

6.1. Transportation Expenditure Plan Update

Tess Lengyel provided an update on the Transportation Expenditure Plan. She stated that a TEP ad-hoc committee was created to do a more extensive review of the plan. She also stated that staff has met with members of the Sierra Club as well as members from the League of Women Voters to review and vet issues in the plan, and make the plan more understandable to the public based upon polling results.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

9. Adjournment/ Next Meeting

The meeting adjourned at 11:25 p.m. The next meeting is:

Date/Time: Monday, February 3, 2014 @10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 27, 2014

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

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

Summary

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

Since the last monthly update on January 6, 2014, staff reviewed one NOP. No comments were submitted for this project.

Fiscal Impact:

There is no fiscal impact.

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 27, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

In mid-January, the President signed the FY14 Omnibus Appropriations package. The overall cap on FY14 discretionary spending at \$1.012 trillion. \$520 billion are reserved for defense spending and \$491.7 billion are for domestic programs. The Omnibus spending package includes all 12 regular annual appropriations bills, and funds the government until September 30, 2014.

One significant aspect of this package is that it cancels sequestration, the damaging across-the-board spending cuts to federal agencies, for the remainder of FY14.

Transportation Budget Highlights

- \$600 million for the TIGER Grant infrastructure program, an increase of \$126 million from FY13.
- \$41 billion for the Federal-aid Highway program, honoring the funding level authorized in the MAP-21 transportation law, an increase of \$636 million from FY13.
- \$1.943 billion for the transit New Starts program, which, when combined with other resources, funds all of the projects included in the President's FY14 budget request. This level is an increase of \$88 million from FY13.
- \$2.1 billion for Capital Investment Grants, which includes both New Starts and Small Starts, and Full Funding Grant Agreement projects.
- \$2.15 billion for the Federal Transit Administration (FTA), a decrease of \$100 million from the FY13 enacted level.
- \$8.6 billion in state and local transit grant funding from the Mass Transit Account of the Highway Trust Fund, consistent with MAP-21.

MAP-21 Reauthorization and Highway Trust Fund Sustainability

In the past year, both the Senate and House committees with jurisdiction over transportation policy have held a variety of hearings and special panel meetings on the future of the Highway Trust Fund (HTF); the implementation of MAP-21, and transportation financing. MAP-21, which has served as the surface transportation policy since October 2012, is set to expire at the end of the fiscal year (Sept. 30, 2014). As a result these Committees are looking at new ideas to address the nation's transportation needs and mechanisms to fund transportation infrastructure.

Discussions among Senate Environment and Public Works (EPW) Committee Chairman Barbara Boxer and Senator Patty Murray have focused on the need for any budget negotiations to provide full funding for the HTF. It is expected that the EPW Committee will be looking to the Senate Finance Committee and the House Ways and Means Committee to address solvency of the HTF. Senator Boxer has commented that she would like to wait until the Finance Committee resolves the issue of transportation funding before marking up any MAP-21 reauthorization legislation.

In January, the House T&I Committee held its first hearing to begin a dialogue with stakeholders about the reauthorization of transportation policy for the coming years. The witnesses all agreed that long term funding is preferable to extensions or short-term bills. Some of the witnesses were willing to take short-term pain (meaning a lack of a multi-year bill) for long-term gain. Some Members of Congress suggested that the HTF has outlived its usefulness and that a new method of financing is needed. Others suggested that

those who use transit should pay more in transportation related taxes to the federal government rather than continue the current system in which highway users subsidize transit riders.

These hearings are aimed supporting the House T&I Committee desire to produce a transportation bill by late spring or early summer with floor action before the August recess. Even though it is Chairman Shuster's aim, it is possible that some type of MAP-21 extension prior to October 1 will be put in place if there is still no way to pay for a new bill.

State of the Union and FY15 Budget

President Obama will deliver the State of the Union address on January 28. He is expected to include some themes focused on infrastructure. The President's budget is usually sent to Congress shortly after the State of the Union, however the Administration has already said the FY15 President's budget request will be slightly delayed and will likely be sent to Congress in March, rather than February. Congress will face another debt ceiling increase in February.

Additional federal legislative updates will be provided to the Commission via a staff presentation.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

The Governor's proposal outlines a general fund spending plan for 2014-15 of \$107 billion - an \$8 billion increase over the 2013-14 budget. The budget proposes reducing the wall of debt by \$11 billion by paying off the economic recovery bonds (\$3.9 billion payment), eliminating the debt to schools for deferred payments (\$6.1 billion payment), and repaying various internal loans from special funds. The budget also proposes creating a new rainy day fund, spending Cap & Trade auction revenue, and expanding the use Infrastructure Financing Districts by cities and counties.

Cap & Trade Appropriations: The budget proposes appropriating \$850 million in auction revenue to various programs. This amount includes a \$100 million repayment of the \$500 million in auction revenue loaned to the general funding in the current fiscal year. The proposal appropriates funds for projects in each of the issue areas identified in the expenditure plan developed last year. This includes \$80 million for energy efficiency and renewable energy projects, \$20 million for green state buildings, \$20 million for agricultural projects, and \$20 million water energy efficiency. In keeping with the expenditure, the bulk of the funds are dedicated to transportation related projects, as follows:

- Rail Modernization \$300 million — The budget allocates \$250 million of these funds to the High Speed Rail Authority. This is expected to be an annual allocation for the next several years. For the 2014-15 fiscal years these funds will be used for Phase 1 of the project with \$58.6 million dedicated to project planning and \$191.4 million for right of way acquisition and construction.

Integration of Rail Systems \$50 million — Caltrans will administer this program which provide grants to existing rail operators for projects that integrate rail systems and provide connectivity to the high speed rail system.

- Sustainable Communities \$100 million — The Strategic Growth Council will administer this program in coordination with various departments to implement Sustainable Communities Strategies that improve transit ridership, increase active transportation, provide affordable housing near transit, as well as preserves agricultural lands and supports local planning efforts that promote infill development. A priority will be given to projects in disadvantaged communities. The SGC is made up of Office of Planning and Research, Cal STA, CalEPA, California Health and Human Services, and a public member.
- Low Carbon Transportation \$200 million —The Air Board will use these funds to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. These funds will be used to augment the Air Board's existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses.

Loan Repayment. The budget includes a \$351 million payment of a loan made from the State Highway Account to the general fund. This represents most of the outstanding debt. The payment terms of this loan have been pushed back several times, so this "early" payment is a pleasant and much needed surprise. Based on the priorities developed by the Transportation Stakeholder Working Group these funds will be used for the following maintenance, preservation and improvement projects:

- \$110 million to fund pavement rehabilitation projects on state highways.
- \$100 million to cities and counties for preservation of local streets and roads.
- \$100 million for traffic management mobility projects.
- \$27 million for highway pavement maintenance.
- \$9 million for active transportation projects.
- \$5 million for environmental mitigation.

Proposition 1B Bond Funds — The Budget appropriates \$1.1 billion in Prop 1B funds. The budget includes \$793 million to support local transit operators, \$160 million for intercity rail, and \$113 million for additional state highway projects.

Capital Outlay Support: The budget includes a proposal to improve the Capital Outlay Support budgeting process based on recommendations made by a workgroup consisting of Caltrans, DOF, and the LAO. The changes include improving project budgets through the development of a predictive tool to help establish initial project budgets, creating a methodology for the use of flexible resources to meet overall staffing needs, increasing accountability and transparency, and consolidating and streamlining statewide program management manuals and directives across all 12 districts.

Transportation Infrastructure Priorities

Last year, the Governor convened a workgroup made up of representatives from around the state to address how to manage and fund transportation. Out of those efforts, the Administration is planning on focusing on three areas which are reflected in the Governor's budget:

- maintaining existing transportation infrastructure,
- modernizing rail, and
- supporting local governments as they implement sustainable communities plans pursuant to Chapter 728, Statutes of 2008 (SB 375).

In 2014, this working group is anticipated to have on-going work for focus on:

- implementation of reforms, many of which will be outlined in an upcoming external review of the Department of Transportation;
- implementation of goods-movement strategies, which are being developed through separate state and federal panels; and
- continuing the discussion on long-term stable transportation revenues to address declining revenues from fuel excise taxes.

Transportation Funding Initiative:

The California Alliance for Jobs and Transportation California submitted an initiative proposal aimed at creating a new funding program for transportation projects in California. Title and summary of the proposed initiative is expected to be completed by January 10th. This initiative would be placed on the November 2014 ballot; however, the sponsors have not made any decisions on whether to move forward with signature gathering. They submitted this proposal in order to keep their options open.

The California Road Repair Act would phase in a 1% fee based on the value of each vehicle registered in California. The fee would not apply to commercial trucks over 10,000 pounds if the excise tax on diesel fuel is increased by at least 3 cents per gallon by July 1, 2016.

The 1% fee would be phased in over four years at which point it is estimated to generate \$2.9 billion annually. In addition, the revenue cannot be used make any interest or

principle payments on bonds, therefore it creates a pay as you go program. As specified in the Coalition's press release, the revenue would be allocated as follows.

- 25% of all new revenue to all cities in California distributed on a formula allocation based on population for local street and road projects.
- 25% of all new revenue to all counties in California based on a formula allocation equal to 75% of fee-paying vehicle and 25% road miles for local street and road projects.
- 40% of all new revenue for maintenance and rehabilitation of the State Highway System. Half of these funds would be programmed for projects based on the North-South split formula, where 60% is allocated to Southern California projects, and 40% to Northern California projects. The remaining 50% would be programmed for projects based on the "highest need" statewide.
- 10% of all new revenue to public transit operators for system maintenance, rehabilitation and vehicle replacement. The funds cannot be used for operations, and the revenue would be allocated based on the current State Transit Assistance Program formula.

The LAO completed its analysis of the California Road Repair Act, and estimates that this proposal would generate about \$400 million in new revenue the first year, increasing to \$3 to \$4 billion annually when fully implemented. Two versions of this proposal were submitted for drafting. While amount of new revenue for each version is identical, the fiscal impact to the state varies. The degree of general fund impact can affect the level of support for the initiative.

The decision by the California Alliance for Jobs and Transportation California on whether to move forward with this proposal is anticipated to be made once additional polling is performed.

Legislation

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2014 Legislation Program

Staff Contact

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



2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

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

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

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 27, 2014

SUBJECT: Scope of Work for Development of a Countywide Multimodal Arterial Plan

RECOMMENDATION: Approve the scope of work and authorize the release of a Request for Proposals (RFP) for development of a Countywide Multimodal Arterial Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

Summary

The proposed Countywide Multimodal Arterial Plan will build on the previous corridor planning and Countywide Transportation Plan efforts of Alameda CTC to better understand the existing and future role and function of the countywide arterial system, provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system while better serving the adjacent land uses, and identify a priority of short and long term improvements. The plan development will be closely coordinated with the local jurisdictions and Caltrans as well as transit operators. Additionally, it will coordinate with the on-going development of Goods Movement Plan and Multimodal Arterial Corridor Plan and the upcoming Community Based Transportation Plans Update.

This memo summarizes the scope of work, key outcomes and objectives, and a schedule for the proposed Countywide Multimodal Arterial Plan. The scope was reviewed by ACTAC in January, and comments received were incorporated. Upon approval of the Commission in February, a request for proposals will be released at the end of February or beginning of March 2014.

Background

Arterial roadways are a critical component of the regional and local transportation system that moves people and goods within the county and the region. These roadways provide regional and local mobility with multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. However, in Alameda County, there is neither a complete inventory of arterial infrastructure, which is the first step in arterial

management, nor is there a comprehensive strategy for managing these important roadways that take into account all modes and users of the transportation system. Previous plans and studies, such as the San Pablo Corridor Plan, the Central County Freeway Study, the Triangle Study and others, focused on satisfying Congestion Management Program (CMP) requirements or addressing issues specific to individual areas or corridors. Regional arterial management efforts have also been limited to improving freeway performance or to making localized traffic control improvements in a few areas through the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI) and the Program for Arterial System Synchronization (PASS). Alameda CTC would like to build upon this previous work to develop a Countywide Multimodal Arterial Plan to comprehensively study the major arterials in the county, to provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system, better connect land use and transportation, and identify of short and long term priority improvements.

The Alameda County transportation system consists of an extensive multimodal transportation network that facilitates the movement of people and goods within the county and the region. The county roadways consist of 3,600 centerline miles of roadways, and the majority of them are arterials and local roads. Most of the arterials also support or connect to alternative modes such as transit hubs, rail stations, transit routes, bikeways and pedestrian paths. To support the effective functioning of the transportation system, particularly arterials, many Travel Demand Management (TDM) and parking management strategies are implemented by local jurisdictions and regional agencies to maximize the existing capacity by shifting trips to alternative modes. Arterials also provide access to surrounding land uses and connectivity between employment and activity centers. Therefore, effective countywide arterial management is critical to the mobility of people and goods, connectivity across the county and ultimately for the economy, local communities, jobs and quality of life.

It is however challenging to address all competing needs on the arterial corridors particularly with continuously diminishing resources. Alameda CTC uses a corridor/areawide transportation planning process to identify and establish priorities for transportation improvements. This process is based on cooperative planning and coordinated action by local governments, Caltrans, transit agencies, and MTC. To date, Corridor Plans have been developed for most of the freeways in the county and some major arterials such as San Pablo Avenue Corridor, Central County Freeway Study (SR 238), SR 84 Historic Parkway Local Alternatives Transportation Improvement Program, and the Triangle Study. Many improvements identified in these plans are either already implemented or identified for implementation.

As stated previously, until now, Corridor Plans have been developed based upon need or to address location specific transportation issues. However, new legislative requirements related to climate change and complete street concepts, and new funding requirements that tie transportation funding to developments that foster the integration of transportation and land

use necessitate the need for area-wide multimodal planning and better knowledge of how the countywide arterial system functions. Both the 2012 Countywide Transportation Plan and the 2013 Congestion Management Program identified the need for the multimodal planning, and identified as next steps the development of a comprehensive TDM Strategy, a Countywide Goods Movement Plan, a Countywide Transit Plan, and a Countywide Multimodal Arterial Plan. The Countywide Comprehensive TDM Strategy was already developed and adopted by Alameda CTC in May 2013. The Countywide Goods Movement and Transit Plans development are underway. This Plan, the Countywide Multimodal Arterial Plan, will coordinate with the above planning efforts and focus on studying how the arterials in the county are functioning and how they can be better integrated modally. This Plan will provide a basis for making informed short and long term investment decisions, achieving a coordinated countywide multimodal arterial corridor network, and establishing supportive policies and strategies to improve person and goods mobility, access, connectivity and economic growth while supporting livable communities.

Purpose of the Countywide Multimodal Arterial Plan:

The purpose of the Countywide Multimodal Arterial Plan is to:

- Understand the existing role and function of countywide major arterial corridors and to define their future role and function by mode;
- Identify a countywide arterial network that supports all modes and connects to surrounding land uses and the rest of the countywide transportation system and regional activity centers;
- Provide a framework for the integrated management of a countywide arterial network;
- Improve overall mobility, access, connectivity, safety and efficiency of the multimodal network for all users, including goods movement, and considering the application of new technologies; and
- Provide a basis for prioritization of short and long term improvements to attract funding and coordinating policies and strategies between all levels of government.

The Plan will be developed in close coordination with local jurisdictions and Caltrans, as they are the owners and operators of the principal and major arterials in the county, and the local jurisdictions that have the authority over land use decisions and development. The Plan is anticipated to provide common goals and implementation mechanisms for jurisdictions, transit agencies, Caltrans and Alameda CTC in their efforts to improve the performance of key arterial corridors, including support and facilitation of the following:

- Implementation of the required Priority Development Areas Implementation Growth Strategy (PDA IGS) (including Priority Conservation Areas (PCAs)) and complete street policies;
- Effective and coordinated traffic management and Intelligent Transportation System (ITS) technologies on the arterial network, particularly those that traverse multiple jurisdictions and cross county lines;

- Implementation of supportive TDM/Transportation System Management (TSM) and parking management strategies, particularly between jurisdictions;
- Improved and seamless connectivity across the county for all modes;
- Improved coordination and connectivity between land use and the multimodal transportation system, including goods movement and delivery needs within and between jurisdictions and county lines; and
- Addressing modal priorities and conflicts through identification of roadway typologies with the goal of improving multimodal system efficiency across the county, including improved transit travel time.

Scope of Work and Deliverables

The following tasks summarize the general scope of services needed for development of a Countywide Multimodal Arterial Plan in Alameda County.

Task 1: Inventory existing plans, studies and policies, and identify a baseline integrated Countywide Multimodal Arterial Corridor Network (Arterial Network)

This task will inventory the existing arterials and corridors of countywide or regional significance in existing transportation plans, studies and policies. The inventory should include review of state routes, truck routes identified by Caltrans and local jurisdictions, the Metropolitan Transportation System (MTS) network, the Congestion Management Program (CMP) network, local transportation/circulation plan major corridors, transit routes, primary connections to transit hubs or rail stations, major bike routes, routes serving Transit Oriented Developments (TODs) and PDAs, and lifeline and evacuation routes. Additionally, an inventory of the existing arterial Intelligent Transportation System (ITS) across the county and all planned improvements related to the functioning of the Arterial Network, including any operational strategies will be documented.

In addition, this task includes defining a baseline countywide integrated arterial network (Arterial Network) as a result of the inventory analysis and coordination with the local jurisdictions, including the rationale and methodology for defining the baseline network. This baseline network should consist of major, core arterials along with identification of supporting connecting/parallel routes to make any corridor on the network a complete multimodal corridor. It is anticipated that any planned strategic improvements to this Arterial Network will contribute to improved performance of the larger countywide transportation system. The Arterial Network should also include key rural routes that support the agricultural economy (e.g., farm to market flow and agricultural tourism) and efforts related to implementing Priority Conservation Areas (PCA), and connections to adjacent counties.

This task also includes documenting the role, use, utility and benefit of the major arterials in Alameda County in a white paper and fact sheet.

Deliverable: Technical memoranda summarizing arterial, land use and other studies that have included major arterials in the county and a comprehensive list of available data

sources for collecting information on arterials. This technical memorandum must provide the rationale and methodology for defining a baseline arterial network, with supporting maps and documentation. White paper and fact sheet documenting the role, use, utility and benefit of the arterials in Alameda County, including graphical representations of data.

Task 2: Develop Data Collection Plan and Databases

This task will develop and implement a data collection plan focused on supporting the data collection needs for all tasks in the development of the Arterial Plan. Existing data from all sources and partner agencies will be used as much as possible in order to make the most efficient use of resources. Three types of data will be collected: 1) travel demand and 2) infrastructure data, and 3) traffic data that support performance assessment. The travel demand related data could include, but not limited to demography, land uses, multimodal traffic and goods flow, origin and destination travel, TSM, TDM and parking strategies. Similarly the example multimodal and goods movement transportation infrastructure data are roadway capacity (number of lanes), freeway ramp connection type (e.g., metered), intersection control (e.g., stop sign, signalized), general ITS infrastructure including traffic management strategies deployed and intersection and arterial crossing infrastructure supporting bicycle and pedestrian uses, type of transit route and transit support facilities (e.g., bus shelter, parking and Park-N-Ride lots), bikeways, and sidewalks. Multimodal traffic data related to the Arterial Network could include, but is not limited to, speed, traffic volumes, mode share, transit ridership, transit travel time, bicycle and pedestrian counts, truck counts, and number of collisions. Once the data needs and sources have been identified, the data will need to be collected and put into database format. These data sources must be coordinated with other modal plans currently under development by Alameda CTC.

Deliverables: Technical Memoranda documenting the approach and rationale for data collection, including identification of certain data sources for future updates; a data collection plan; implementation of the plan and resulting databases.

Task 3: Identify Existing and Future Conditions and Perform Needs Assessment for the Arterial Network

This task will build upon the land use and arterials inventory developed in Task 1 and the data collection in Task 2 and will document existing and future conditions including support programs and strategies, develop growth projections and identify multi-modal travel demand for the Arterial Network. The existing and future conditions will be presented in terms of use and related infrastructure for all modes, including traffic management and ITS infrastructure. Factors related to travel demand such as demographic trends, surrounding land uses, multimodal traffic and goods flow, origin and destination travel, and supportive TDM and parking strategies, will also be documented, and will be coordinated with the other modal plans that Alameda CTC is concurrently undertaking.

A needs assessment will be performed under this task, including identification of needs, gaps and deficiencies regarding multimodal infrastructure capacity and operations, including ITS, and the ability to support future travel demand on the network while serving the adjacent land uses and connecting to activity/employment centers. As part of the needs assessment, additional future arterial segments will be identified, as applicable, within the county, as well as major bottlenecks for all modes, existing and potential modal conflicts, and goods movement and coordination issues across the county on the Arterial Network. This task will also identify, based on the data collected, the role, functions and modal preferences of the Arterial Network in various parts of the county such as roadways or parts of the roadways that are critical to providing freeway connectivity or activity center connectivity; serving as freeway reliever routes, primary transit routes or trunk lines, goods delivery routes, or part of countywide bicycle or pedestrian networks; connecting to focused land use developments such as PDAs/TODs or adjacent counties; and supporting implementation of PCAs and the agricultural economy (i.e., farm to market and agricultural tourism).

Deliverables: Technical Memoranda documenting existing and future conditions, growth projections, and outcomes of the needs assessment.

Task 4: Develop Vision, Goals and Objectives for the Plan

This task will develop the vision, goals and objectives for the Countywide Multimodal Arterial Plan that tier off of the adopted Alameda County Countywide Transportation Plan vision and goals. These will be developed in coordination with local jurisdictions, transit agencies, Caltrans and stakeholders to ultimately serve the purpose of creating a comprehensive, integrated Countywide Multimodal Arterial Plan. The vision, goals and objectives will reflect current transportation planning trends and legislative context in terms of multimodal needs, greenhouse gas reduction, and complete street approaches. It will enable the Plan to address future travel demand of all modes of transportation using the arterials; effective land use and transportation integration; coordinated TDM/TSM strategies, parking and traffic management; and efficient and safe local goods movement and delivery; improved travel safety, economic development, and regional connectivity.

Deliverable: Technical memorandum documenting the vision, goals and objectives for the Countywide Multimodal Arterial Plan and the process of their development.

Task 5: Develop Multimodal Performance Measures

This task will develop a set of multimodal performance measures that will be used to evaluate the Arterial Network consistent with and to meet the established goals and objectives and assess the network's existing and future performance. While most of the performance measures are anticipated to be quantifiable, qualitative measures can also be included if they better represent the performance assessment of a particular function. The performance measures should also have the ability to identify or measure the application of the transportation planning and corridor operations concepts such as "Complete Streets, Fix it

First and ITS methodologies" and transportation demand and system management. These performance measures must be developed in coordination with other modal plans currently being developed by Alameda CTC.

Deliverables: Technical memorandum documenting the list of multimodal performance measures and development methodology, and data sources for use in determining system performance and to evaluate projects.

Task 6: Develop Roadway Typology,

Based on the work done in previous tasks, this task will develop a roadway typology in terms of how the Arterial Network supports transit, bicycle and pedestrian, and automobile travel while serving the adjacent land uses, providing a framework to facilitate implementation of the Complete Streets requirements. Developing the typology will maintain a local context throughout the county and also consider the need for appropriate access needs for various land uses that support the local economy. Using a roadway typology structure to frame the Arterial Network will provide a basis for determining coordinated modal priorities, which are compatible to the adjacent land uses, between jurisdictions and across the county and will help identify effective transportation improvements for each mode to ultimately develop a seamless multimodal network.

Deliverable: Technical memorandum and related maps documenting the process for developing the roadway typology and outcome.

Task 7: Identify Future Short and Long-Term Improvements by Mode and other Supportive Operational Programs and Strategies

This task includes several activities or sub-tasks that will ultimately lead to identification of multimodal improvements in terms of projects and programs prioritization and strategies development. Using the performance measures and data collected, and considering the roadway typology, the Arterial Network will be updated and evaluated to identify short and long-term improvements by mode to address existing needs and accommodate future growth as identified in previous tasks that will meet the purpose, goals and objectives of the Plan. Modes and operational programs that should be considered in the evaluation and in making recommendations for improvements include, but are not limited to:

- Roadways
- Transit
- Bicycle and Pedestrian
- TDM/TSM and Parking
- Goods Movement
- Traffic Management/ITS (see Task 8)
- Green Transportation Initiative Programs

For the evaluation of the Arterial Network, Complete Streets and Fix-it-First concepts will be an important underlying principle for identifying future modal improvement measures and management strategies. For identifying improvements, all recommendations will need to be coordinated with other on-going modal plans work and existing and future planned efforts at the local, county, regional and state (e.g., Caltrans' Corridor System Management Plans and MTC's Climate Initiatives) levels. In addition, any regional process that is required for implementation of the improvements or strategies, particularly to support implementing the complete street requirements, will be identified and coordinated with the respective agencies to support streamlined processes.

Deliverables: Technical Memoranda and related maps documenting the performance evaluation process, results and assumptions; short and long term improvements and management strategies by mode and other supportive operational programs.

Task 7.1: Revisit and Re-evaluate the Arterial Network

Considering the additional data collected, and needs and improvements identified after the initial development of the Arterial Network in Task 1, this sub task will revisit and re-evaluate the Arterial Network for this Plan in terms of its reasonableness to meet the Plan goals and objectives, and update the network, as applicable.

Deliverable: Technical memorandum documenting the process for re-evaluating the Arterial Network and outcome and updating the Arterial Network, including maps.

Task 8: Develop Traffic Management Coordination Strategies, Policies and Best Practices

This task will identify strategies, policies and best practices for better inter-agency coordination and effective governance for an efficient management of the Arterial Network across the county and between the local jurisdictions, and between the adjacent counties at the county lines. The intent is to facilitate implementation of the Traffic Management/ITS improvements and management strategies developed in Task 7 addressing short and long term ITS needs including recommendation for best practices and newer technologies supporting Complete Streets. The task will identify areas that need on-going coordination and document or address consistency or compatibility issues in traffic management technologies used between adjacent jurisdictions. Communication between the traffic management systems along a contiguous arterial network and the connecting freeway and transit networks is essential for ensuring better mobility, travel reliability and modal connectivity along the Arterial Network. Considering the numerous owners and/or operators involved in the functioning of the traffic management system on the Arterial Network in Alameda County, working with the respective agencies, local jurisdictions, Caltrans and transit operators to identify management strategies, policies and best practices will be critical to the success of future improvements on the Arterial Network.

Deliverables: Technical memorandum documenting Traffic Management Coordination Strategies, Policies and Best Practices.

Task 9: Develop an Implementation and Financial Plan

The implementation and financial plan will document the phasing and timing of identified improvements by transportation mode and supportive operational program and strategies from Task 7 to prioritize improvements to attract funding. It will identify responsible lead/participating agencies and recommendations for monitoring progress and improvements. This task will also identify the Plan elements that will need periodic updates and monitoring, including data needs, timelines for updates and responsible agencies. The financial plan will consist of a capital, operations and maintenance plan that includes cost estimates as well as potential funding sources. Capital costs for multimodal, freight, and parking supportive infrastructure improvements will also be included.

Deliverables: Technical memoranda documenting the implementation and financial plan, Development of an initial 5-year list of priority projects and programs, including costs and schedules.

Task 10: Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document for the Plan will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memoranda in the format of a Countywide Multimodal Arterial Corridor Plans.

Deliverables: Administrative, Draft and Final Countywide Multimodal Arterial Corridor Mobility Plan.

Task 11: Develop and Implement Technical, Public and Stakeholder Outreach Strategy

Develop and implement a public and stakeholder outreach strategy that provides for effective participation and is as inclusive as possible. Considering that the arterials traverse the local jurisdictions and that they are owned and operated by the local jurisdictions and Caltrans, coordination with the Alameda County cities, the county along with Caltrans and MTC is anticipated. Similar to the other modal plans, the Technical Team for this Plan development is expected to be provided by the existing Alameda County Technical Advisory Committee (ACTAC). Public outreach could include workshops in coordination with other modal plans and possibly up to four Transportation Forums.

Deliverables: Technical memorandum detailing the technical, public and stakeholder participation approach and timeline.

Task 12: Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of four countywide planning efforts: Goods Movement, Transit, integration and update of Community Based Transportation Plans,

and Multimodal Arterial Plan. In addition to overall project management, the development of the Countywide Multimodal Arterial Plan include this task for coordination with the development of the other three plans, including meetings and stakeholder input, and community outreach, if needed. Close coordination with the transit and goods movement plan is particularly important and will occur throughout the Countywide Multimodal Arterial Plan development process.

Schedule

The consultant selected to perform this work is anticipated to commence in spring 2014 and complete the final plan by the end of 2015.

Fiscal Impact: The fiscal impact for approving this item is \$800,000, which was included in the budget adopted for FY 13-14.

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