ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

# Joint Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) Meeting Agenda

**Thursday, January 12, 2012, 1:30 to 4:30 p.m.**
**1333 Broadway, Suite 300, Oakland, CA 94612**

**Meeting Outcomes:**

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since the last meeting
- Receive an update on the revised second-round evaluation results for the CWTP
- Review and provide input on the Third Draft TEP
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

1:30 –1:35 p.m. **1. Welcome and Introductions**

1:35 – 1:40 p.m. **2. Public Comment** I

1:40 – 1:45 p.m. **3. Review of December 8, 2011 Minutes** I
*03_CAWG_TAWG_Joint_Meeting_Minutes_120811.pdf* – **Page 1**

1:45 – 1:50 p.m. **4. Update on CWTP-TEP Activities Since Last Meeting** I

1:50 – 2:30 p.m. **5. Presentation of CWTP Second Round Evaluation Results (Revised)** I
*05_Presentation_CWTP_Evaluation_Results.pdf* – Presented at the meeting
*05A_Memo_CWTP_Evaluation_Results.pdf* – **Page 19**

2:30 – 4:15 p.m. **6. Presentation and Discussion on the Final Draft TEP**
*06_Third_Draft_TEP.pdf* – **Page 71**
*06A_Responses_to_TEP_Comments.pdf* – Handout at the meeting

4:15 – 4:20 p.m. **7. SCS/RTP: Update on Countywide and Regional Processes** I
*07_Memo_Regional_SCS-RTP_CWTP-TEP_Process.pdf* – **Page 117**

4:20 – 4:25 p.m. **8. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** I
*08_CWTP-TEP_Committee_Meetings_Schedule.pdf* – **Page 129**
*08A_CAWG-TAWG_Rosters.pdf* – **Page 133**

4:25 – 4:30 p.m. **9. Member Reports/Other Business** I

4:30 p.m. **10. Adjournment**

*Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org*

**Next Joint CAWG/TAWG Meeting:**

Date: March 8, 2012
Time: 1:30 to 4:30 p.m.
Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

**Staff Liaisons:**

Tess Lengyel, Deputy Director of Policy,
Public Affairs and Legislation
(510) 208-7428
tlengyel@alamedactc.org

Beth Walukas, Deputy Director of Planning
(510) 208-7405
bwalukas@alamedactc.org

Diane Stark, Senior Transportation Planner
CAWG Coordinator
(510) 208-7410
dstark@alamedactc.org

Saravana Suthanthira, Senior Transportation Planner
TAWG Coordinator
(510) 208-7426
ssuthanthira@alamedactc.org

**Location Information:** Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: http://www.alamedactc.org/directions.html.

**Public Comment:** Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

**Accommodations/Accessibility:** Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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# Alameda CTC Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) Meeting Minutes Thursday, December 8, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

Please see the attached attendee list.

Staff:

__P__ Arthur L. Dao, Alameda CTC Executive Director
__P__ Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
__P__ Beth Walukas, Deputy Director of Planning
__P__ Bonnie Nelson, Nelson\Nygaard
__P__ Laurel Poeton, Assistant Transportation Planner
__P__ Diane Stark, Senior Transportation Planner
__P__ Saravana Suthanthira, Senior Transportation Planner
__P__ Angie Ayers, Acumen Building Enterprise, Inc.

Guest(s): Please see the attached attendee list.

## 1. Welcome and Introductions

Tess Lengyel and Beth Walukas called the meeting to order at 1:30 p.m. The meeting began with introductions.

## 2. Public Comments

There were no public comments.

## 3. Review of November 10, 2011 Minutes

A TAWG member requested the following correction to Attachment A of the minutes:

- On page 5, second bullet from the top, add “expansion” next to “maintenance.” Regarding the comment on the $5 billion BART to Livermore project, BART submitted the Phase 1 project application for $1.2 billion with the intention of delivering it for much less than that. Operating costs for the Program Environmental Impact Report show BART is cost neutral.

*CAWG and TAWG members reviewed the meeting minutes from November 10, 2011 and by consensus approved them with the above correction.*

## 4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) activities since the last meeting. She acknowledged that the Steering Committee met on December 1 and agreed to postpone the final adoption of the TEP to January 26, 2012 and that Steering Committee members have formed an ad-hoc committee to discuss with and address the concerns of the advocacy groups that

support the Community Vision Platform to keep the TEP in perspective with the needs of Alameda County. Staff will schedule an ad-hoc committee meeting in early January.

**5. Presentation of CWTP Second Round Evaluation Results**

Beth Walukas gave a presentation on the CWTP second round evaluation results. She stated that Alameda CTC will use the performance evaluation results to update Chapter 6, Projects and Programs of the draft CWTP. Beth reviewed the following next steps for the CWTP:

- Revise Chapter 6 of the CWTP and release the draft CWTP in December 2011/January 2012.
- Send draft CWTP priorities to the Metropolitan Transportation Commission (MTC) in December 2011.
- Refine the model results based on the final land use scenarios adopted by MTC and the Association of Bay Area Governments (ABAG) in the spring of 2012.
- Adopt the final CWTP in May/June 2012.
- If necessary, revise the CWTP to include additional funding based on the TEP outcome in the fall of 2012.

Beth acknowledged that George Mazur with Cambridge Systematics was present to assist in answering questions, as his organization helped with the evaluation.

*Questions/feedback from the members:*

- Overall, the members were not satisfied with the greenhouse gas (GHG) reductions stated in the evaluation results. Many of the cities in Alameda County have adopted GHG goals. TAWG members expressed concerns that if the CWTP goals for GHG are adopted, TAWG members might be in a difficult position to justify to their organizations why the evaluation results show a low 0.3 percent reduction in Tier 1 and a 1.7 percent reduction for Tier 2/Vision Scenario and why they supported these reductions. Staff stated that the early work that MTC has done suggests that the real gain to improve GHG comes from land use changes and pricing strategies and that this evaluation was based on a tons per day measure compared to a per capita measure that MTC is using. Additional analysis will be done to provide a comparable measures to determine if Alameda County is contributing its share to the region's GHG emissions reductions.

- The members had the following questions/feedback regarding the GHG reduction levels.
    - Does the baseline include the new regional standards along with the California and federal carbon reduction requirements? Staff said yes. Alameda CTC measured the $CO_2$ reduction using tons per day versus per capita. MTC is measuring per capita and will announce its GHG evaluation results on December 9. Currently, Alameda CTC's percentage of reduction is not comparable to MTC's because of the different measuring methods.

- What can we do to increase the GHG reductions? George stated that the 0.3 and 1.7 percentages are the minimal reductions and do not reflect the vehicle miles travelled (VMT) for traffic that passes through Alameda County or reductions due to the strategy of other counties that may synergistically interact with Alameda County. Also, staff stated that the baseline includes carbon reduction, technology, and land use assumptions; therefore the reductions shown only represent the reductions due to the transportation improvements. George stated that the 0.3 percent reduction does not incorporate the effect of land use. A member suggested that Alameda CTC incorporate the incremental effect that the land use component has on the GHG reduction. Alameda CTC will report this in the final CWTP.
- A member suggested that it would be helpful to compare the GHG emissions to today's levels versus the baseline in Tier 1.

- The CAWG and TAWG members asked the following questions regarding BART capital improvements:
  - Did the scenarios take into account that a plan to fund BART operations does not exist? George stated that the number in the Vision Scenario includes a full rail plan to Livermore.
  - Did the scenarios take into account a recent report that states BART is experiencing an $8 billion shortfall and is in disrepair? Staff said MTC is addressing BART's maintenance shortfall as a regional issue through the Transit Sustainability Project and through the update of the RTP and that the $8 billion figure cited is a BART systemwide shortfall. The CWTP has a balanced approach for addressing BART expansion and preservation. Staff said that the CWTP proposes a funding level for Alameda County's local contribution to BART. In addition to this, MTC will also propose regional funds, but the funding levels that the region will provide are unknown at this time. So it is important to keep in mind that our Plan does not have to fully solve the funding issues of all operators and projects. There are other funding sources that must be considered to complete the funding picture.
  - Explain why Table A.5 shows a greater investment in BART and reduced ridership. George explained that the ridership shown is for the boardings only in Alameda County. The funding under the Tier 2 scenario shows the interactions between the different transit services and that a one-to-one comparison is not possible. A member commented that the text is confusing. Staff agreed to revise the text for clarity.
  - Does Table A.5 show boardings in Alameda County for one-way or two-way trips? Staff said for one-way trips. For example, a train trip from Hayward to Oakland counts as one trip, and the return trip counts as another.
  - Does the Tier 2 Vision include BART to San Jose? George said yes, and that it may have transferred the trip ends outside the county. Does it include the second phase of the San Jose extension? George said no, it only includes committed projects.

**6. Presentation and Discussion of the Draft TEP**

Tess Lengyel gave a presentation on the draft TEP. She reiterated that staff presented the draft TEP to the CWTP-TEP Steering Committee on December 1, 2011, and the Committee agreed to postpone the final adoption of the TEP to January 26, 2012. Tess stated that staff will include comments received on the draft TEP by Tuesday, December 13 with responses for the full Commission's Board Retreat on December 16. She informed the group that Alameda County has a one-time shot for the new measure because the state legislature rejected the multi-year authorization.

*Questions/feedback from members:*

- The members overall stated that they support staff's efforts to make the TEP equitable. Staff reminded the members that while the TEP is a major funding source for transportation throughout Alameda County, it's not the only funding source. There will be approximately $2 billion in funding coming from state and federal discretionary sources for Alameda County that is not inclusive of the local money. The members stated that it would be helpful to have a historical picture of what Alameda CTC has leveraged from other funding sources. Staff reiterated that the second draft of the TEP will include the feedback from the December 1 Steering Committee meeting and the second draft of the TEP will be posted on the Alameda CTC website on December 9.
- The members had the following questions regarding the transit allocation:
    - What would happen if a new transit agency was created, and how would that affect the distribution of funds? Staff said that Alameda CTC would need to amend the TEP to incorporate the new transit agency. This plan amendment would be a consideration and action by the Alameda CTC Board. The amendment process requires a two-thirds vote by the Alameda CTC Board and a 45-day public comment period.
    - Will the funds allocated with the new measure to transit restore the service levels lost over the years? Will the allocation restore BART to a state of good repair? Can the transit oriented development (TOD) funding be used to address some of the issues for street improvements, local streets and roads (LSR) and bicycle and pedestrian projects? Can limitations be placed on the TOD funding to maintain an equitable balance of people? Staff stated that Alameda CTC is aware of the financial crisis at the state and federal levels. There will be some funds from the state, federal and regional levels. It's important to look at these funds and consider them on top of the measure funds. In terms of BART, the TEP has allocated funding for BART/Bayfair improvements and station modernization. Staff stated that the TOD funding pot can be used for analysis, and staff can add equitable language to the TEP for TOD.
- The members had the following questions regarding the LSR allocation:
    - What is the LSR shortfall in terms of bringing the streets and roads back to a state of good repair for the entire county? Staff will provide the group with the cost for Alameda County to maintain a pavement condition index of 75.

The total LSR need is estimated to be $7.8 billion, and a state of good repair will cost $4.5 billion. Staff will confirm the numbers.

- The members had the following questions regarding the bicycle and pedestrian allocation:
    - What will it cost to complete the Alameda Countywide Bicycle and Pedestrian Plans? Staff stated that Alameda CTC is developing the estimate for the updated plans and projects, and the cost will be approximately $4 to $5 billion because it includes maintenance and construction of facilities. In the TEP, bicycle and pedestrian is exclusively allocated $651 million and additional funding is allocated through LSR and TOD. State and federal funding will add approximately $1 billion to bicycle and pedestrian projects.
    - Some of the TAWG members commented on the funding level for bicycle and pedestrian projects, and suggested that the allocation to bicycle and pedestrian programs/projects is too high at the detriment of the LSR funds. The bicycle and pedestrian infrastructure improvement is done when cities improve streets and complete LSR projects. If the jurisdictions set aside money specifically for bicycle and pedestrian projects, the cities will focus more on accounting rather than on good bicycle and pedestrian projects. If the bicycle and pedestrian maintenance portion decreases, those funds can move to LSR.
- What will the geographic equity statement be in the TEP? Staff stated as a countywide agency, Alameda CTC is looking at how the transportation systems operate at the county level and considering the linkages between jurisdictions. Major projects physically located in a specific area in the county also serve trips made to and from other geographic locales. Alameda CTC is moving away from characterizing the TEP as a geographic equity-type plan; however, Alameda CTC has looked at the subventions that go to the cities directly and determined that most of that type of funding is based on geographic equity. Alameda CTC will make sure geographic equity is achieved in the fund distribution through the allocation of funds using the CMP capital improvement program, which is updated every two years. Alameda CTC will need to develop the procedures for geographic equity and ensure through existing processes that geographic equity is done over time.
- A member requested further reduction of the administrative cap and the 1 percent staff increase in the TEP. Staff explained how the augmentation will work for the process. Staff said that additional funding is needed for administration because work will increase, basically doubling, with the new measure. If it passes, it will be a major effort to guide how recipients spend the funds and to manage projects and programs under the new measure. The 1 percent will also allow Alameda CTC to do planning studies on freight, transit, and travel demand management.
- Will some of the funding allocated for highway efficiency and freight investments go toward rail improvement for freight? Is there money for quiet zones? Staff said that quiet zones are eligible to apply for the grant funds under the discretionary pot of money.

- A subset of the CAWG members submitted the following proposed resolution to the Alameda CTC Board:

  "As is currently proposed, we feel very strongly that the current TEP proposal is not something that we can support without some significant changes. The current TEP proposal does not address the County's greatest transportation needs and State climate goals, does not reflect a majority of public input and CAWG input that you received, and also lacks transparency necessary to fully understand all of the investments. Therefore, we also believe it would not be able to achieve the 2/3 voter support at the ballot box.

  "We recommend that the TEP proposal be improved by investing at least 75 % of the MB3 revenues into fixing and maintaining our existing transportation system and providing viable alternatives to SOV driving. Funding should restore recent cuts to transit service, shore up BART's existing system (before investing in expansion projects), repave roads to make them safe for all users and put us on the path to complete the County bike and pedestrian plans by 2042. To accomplish this, we recommend funds be shifted out of highway expansion, major new roadway projects and other high cost/low benefit capital projects that increase liabilities of the transportation system or increase VMT/GHG."

*Public comments for agenda items 5 and 6:*

- *Darren Nelson, affiliated with Carpenters Union Local 713,* stated that other countries, such as England, have complete subway systems and have more developed projects for transportation. He realizes that many of the Alameda CTC development projects cost a lot of money; however, this investment in the future will provide many people with jobs, especially people who are out of work. Even in these bad economic times, we need to put this money where it needs to go.
- *Chris Bass, student at Merritt College in the Environmental Planning Department and a member of Friends of San Leandro Creek,* inquired about the San Leandro Creek Greenway project and whether this segment is included in the CWTP. Staff said that the East Bay Greenway is included in both the CWTP and the TEP. As a link to the East Bay Greenway, the San Leandro Creek Greenway will be eligible to apply for funds, but a project sponsor such as a city or agency will need to submit an application with a defined project during a future call for projects and after it is adopted in a local plan. There is a process for including projects in plans and once this project completes the process at the local level, it will be eligible to apply for funding.
- *David Ralston, affiliated with the Hope Collaborative,* asked if the San Leandro Creek Project, which is a connector from the Bay Trail and MLK Shoreline Park to the San Leandro BART station, is in the CWTP. Staff explained the process of defining a project. Staff stated that this project is eligible for future measure and state and federal funds and is eligible for the CWTP. Staff told David that he needs to work with the local jurisdictions to be incorporated in a local plan and to define the project. The project is eligible to apply for funding in the overall plan but must go through the process.

- *Matt Vander Sluis with Greenbelt Alliance* asked how many additional road miles will be created through implementation of the TEP. Voters will continue to want to know the GHG implications are on a large scale for the full TEP. Staff stated that Senate Bill 375 requires GHG reductions at a regional level, and Alameda County needs to contribute to that overall reduction of GHG emissions. Staff stated that 60 percent of our funds support alternatives to driving alone. Alameda CTC received submissions for TOD projects and will prioritize those projects based on readiness and implementation policies for capital improvement projects (CIPs). Alameda CTC needs to develop a new methodology for allocating project and program funding through the CIP.

**7. SCS/RTP: Update on Countywide and Regional Processes**

Beth gave an update on the regional processes. She stated that MTC will release its scenario results on Friday, December 9, 2011 and that it is holding the Alameda County Outreach for SCS/RTP on January 11, 2012 in Dublin.

**8. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps**

Staff informed the committees that the January 12 meeting is a Joint CAWG/TAWG Meeting.

**9. Member Reports/Other Business**

Jaimee Bourgeois stated that the City of Dublin reviewed the draft list of projects and programs in the City Council meeting and unanimously supports the current draft.

Matt Nichols stated that the City of Berkeley City Council was scheduled to review the draft TEP plan last Tuesday. The city council will have a preliminary discussion next week.

**10. Adjournment**

The meeting adjourned at 4:55 p.m. The next joint CAWG/TAWG meeting is on Thursday, January 12, 2012.

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**Meeting Date: Thursday, December 8, 2011**

# Alameda County Transportation Commission
## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name | Signature |
|---|---|---|---|---|---|---|
| 1 | North | Alex | Amoroso | Principal Planner, Planning Department | City of Berkeley | |
| 2 | North | Aleida | Andrino-Chavez | Transportation Planner | City of Albany | |
| 3 | North | Eric | Angstadt | Planning Director | City of Oakland | |
| 4 | South | Marisol | Benard | Even Start Program Manager | New Haven Unified School District | |
| 5 | North | Kate | Black | Planning Director | City of Piedmont | |
| 6 | North | Jeff | Bond | Planning and Building Manager | City of Albany | |
| 7 | East | Jaimee | Bourgeois | Senior Civil Engineer (Traffic) | City of Dublin | Jaimee Bourgeois |
| 8 | North | Charlie | Bryant | Director of Planning and Building | City of Emeryville | |
| 9 | South | Mintze | Cheng | Public Works Director | City of Union City | |
| 10 | Central | Keith R. | Cooke | Principal Engineer | City of San Leandro | |
| 11 | North | Wendy | Cosin | Acting Director of Planning and Development | City of Berkeley | |
| 12 | East | Brian | Dolan | Director of Community Development | City of Pleasanton | |
| 13 | South | Soren | Fajeau | Senior Civil Engineer | City of Newark - Engineering Division | |
| 14 | East | Jeff | Flynn | Planning Director | Livermore Amador Valley Transit Authority | Jeff Flynn AA on behalf |

**Meeting Date: Thursday, December 8, 2011**

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name | Signature |
|---|---|---|---|---|---|---|
| 15 | Central | Don | Frascinella | Transportation Manager, PWD | City of Hayward | |
| 16 | East | Susan | Frost | Principal Planner | City of Livermore | |
| 17 | South | Jim | Gannon | Manager of Transportation Services | Fremont Unified School District | |
| 18 | East | Robin | Giffin | Senior Planner | City of Pleasanton | |
| 19 | CW | Mike | Gougherty | Transportation/Environmental Planner/Analyst | Water Emergency Transporation Authority | |
| 20 | South | Terrence | Grindall | Community Development Director | City of Newark | |
| 21 | North | Cindy | Horvath | Senior Transportation Planner | Alameda County Planning | |
| 22 | North | Diana | Keena | Associate Planner | City of Emeryville | |
| 23 | Central | Paul | Keener | Senior Transportation Planner | Alameda County Public Works Agency | |
| 24 | North | Obaid | Khan | Supervising Civil Engineer | City of Alameda - Public Works Department | |
| 25 | South | Wilson | Lee | Transit Manager | City of Union City | |
| 26 | Central | Tom | Liao | Planning and Housing Manager | City of San Leandro | |
| 27 | Central East | Albert | Lopez | Planning Director | Alameda County | |
| 28 | South | Joan | Malloy | Economic and Community Developoment Director | City of Union City | |

**Meeting Date: Thursday, December 8, 2011**

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name | Signature |
|---|---|---|---|---|---|---|
| 29 | CW | Gregg | Marrama | Department Manager, Capital | BART | |
| 30 | CW | Val | Menotti | Department Manager, Planning | BART | |
| 31 | | Neena | Murgai | Epidemiologist | CAPE | |
| 32 | North | Matt | Nichols | Principal Planner, PWD | City of Berkeley | |
| 33 | Central | Erik | Pearson | Senior Planner, Planning | City of Hayward | |
| 34 | South | James | Pierson | Public Works Director | City of Fremont | |
| 35 | East | Jeri | Ram | Community Development Director | City of Dublin | |
| 36 | Central | David | Rizk | Development Services Director | City of Hayward | |
| 37 | East | Marc | Roberts | Planning Director | City of Livermore | |
| 38 | CW | Brian | Schmidt | Director of Planning, Programming and Operations | ACE Rail | |
| 39 | North | Peter | Schultze-Allen | Environmental Analyst, PWD | City of Emeryville | |
| 40 | South | Jeff | Schwob | Interim Community Development Director | City of Fremont | |
| 41 | North | Tina | Spencer | Director of Service Development and Planning | AC Transit | |
| 42 | North | Iris | Starr | Division Manager of Infrastructure Plans and Programming | Public Works Agency | |

**Meeting Date: Thursday, December 8, 2011**

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name | Signature |
|---|---|---|---|---|---|---|
| 43 | East | Mike | Tassano | City Traffic Engineer | City of Pleasanton | |
| 44 | CW | Lee | Taubeneck | Deputy District Director - District 4 | Caltrans | |
| 45 | North | Andrew | Thomas | Planning Services Manager | City of Alameda | |
| 46 | North | Jim | Townsend | Trails Development Program Manager | East Bay Regional Park District (EBRPD) | |
| 47 | East | Bob | Vinn | Assistant City Engineer | City of Livermore | |
| 48 | East | Marnie | Waffle | Senior Planner | City of Dublin | |
| 49 | North | Bruce | Williams | Senior Transportation Planner | City of Oakland | |
| 50 | CW | Stephen | Yokoi | Office Chief, Office of Regional Planning - District 4 | Caltrans | |
| 51 | Central | Karl | Zabel | Operations and Development Supervisor | Hayward Area Recreation and Park District (HARD) | |
| Alt | South | Farooq | Azim | Principal Civil Engineer | City of Union City | |
| Alt | South | Carmela | Campbell | Planning Manager | City of Union City | |
| Alt | East | Gary | Huisingh | Director of Public Works | City of Dublin | |
| Alt | CW | Nathan | Landau | | AC Transit | |

**Meeting Date: Thursday, December 8, 2011**

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name | Signature |
|---|---|---|---|---|---|---|
| Alt | North | Cory | LaVigne | Director of Service Development and Planning | AC Transit | |
| Alt | Central | Larry | Lepore | Park Superintendent | Hayward Area Recreation and Park District (HARD) | |
| Alt | North | Kate | Miller | Capital Planning/Grants Manager | AC Transit | |
| Alt | CW | Bob | Rosevear | Associate Transportation Planner | Caltrans | |

# Alameda County Transportation Commission
## Community Advisory Working Group
## Thursday, December 8, 2011

| | Category | Organization | Planning Area | Title | First Name | Last Name | Signature |
|---|---|---|---|---|---|---|---|
| 1 | Business | Economic Development Committee (Oakland) | North | Ms. | Charissa M. | Frank | |
| 2 | Business | California Alliance for Jobs. | CW | Mr. | Andy | Fields | |
| 3 | CWC Organization | Alameda County Taxpayer's Association | CW | Mr. | Arthur B. | Geen | |
| 4 | Civil Rights/Env./Social Justice/Faith-based Adv. | Transportation Justice Working Group | CW | Ms. | Chaka-Khan | Gordon | |
| 5 | CWC Organization | League of Women Voters | CW | Mr. | Earl | Hamlin | |
| 6 | Education | Alameda County Office of Education | CW | Ms. | Unique S. | Holland | |
| 7 | Civil Rights/Env./Social Justice/Faith-based Adv. | Urban Habitat | CW | Ms. | Lindsay S. | Imai Hong | |
| 8 | Alameda CTC Community Advisory Committee | Alameda CTC CAC | CW | Dr. | Roop | Jindal | |
| 9 | Education | Oakland Unified School District, Board of Education | North | Mr. | David | Kakishiba | |
| 10 | Alameda CTC Community Advisory Committee | Alameda CTC CWC | CW | Ms. | JoAnn | Lew | |
| 11 | Health | Davis Street Family Resource Center | Central | Ms. | Teresa | McGill | |

# Alameda County Transportation Commission
# Community Advisory Working Group
# Thursday, December 8, 2011

| | Category | Organization | Planning Area | Title | First Name | Last Name | Signature |
|---|---|---|---|---|---|---|---|
| 12 | Civil Rights/Env./Social Justice/Faith-based Adv. | Genesis, and Corpus Christi Catholic Church (Piedmont) | North | Ms. | Gabrielle M. | Miller | |
| 13 | CWC Organization | East Bay Bicycle Coalition | CW | Ms. | Betsy | Morris | |
| 14 | Seniors/People with Disabilities | PAPCO | North | Ms. | Betty | Mulholland | |
| 15 | Civil Rights/Env./Social Justice/Faith-based Adv. | United Seniors of Oakland and Alameda County (USOAC) | CW | Ms. | Eileen Y. | Ng | |
| 16 | CWC Organization | East Bay Economic Development Alliance | CW | Mr. | James W. | Paxson | |
| 17 | CWC Organization | Sierra Club | CW | Ms. | Patrisha | Piras | |
| 18 | Civil Rights/Env./Social Justice/Faith-based Adv. | TransForm (Community Planner) | CW | Mr. | Joel | Ramos | |
| 19 | CWC Organization | Alameda County Labor Council | CW | Mr. | Anthony R. | Rodgers | |
| 20 | Business | Board of Director for the City of Fremont Chamber of Commerce | South | Dr. | Raj | Salwan | |
| 21 | Civil Rights/Env./Social Justice/Faith-based Adv. | ElderCare (Fremont, CA) Ponderosa Square Homeowners Association | South | Ms. | Diane | Shaw | |
| 22 | Alameda CTC Community Advisory Committee | Alameda CTC PAPCO | CW | Ms. | Sylvia | Stadmire | |

# Alameda County Transportation Commission
# Community Advisory Working Group
# Thursday, December 8, 2011

| | Category | Organization | Planning Area | Title | First Name | Last Name | Signature |
|---|---|---|---|---|---|---|---|
| 23 | Alameda CTC Community Advisory Committee | Alameda CTC BPAC | CW | Ms. | Midori | Tabata | Midori Tabata |
| 24 | Health | Alameda County Public Health Department | CW | Ms. | Pam L. | Willow | |
| 25 | Seniors/People with Disabilities | Alameda CTC PAPCO | North | Mr. | Hale | Zukas | Angie Ayles on behalf of Hale Zukas |
| 26 | Education | Vacancy | CW | | | | |
| 27 | Health | Vacancy | CW | | | | |

***Alameda County Transportation Commission***
***CAWG and TAWG Joint Meeting***
***Guest Sign-in***
***Thursday, December 8, 2011***

| Name | Affiliation | Address | Phone Number | Email | Interested in Receiving eNewsletter? |
|---|---|---|---|---|---|
| MARCO A HERNANDEZ | NCCRC | | | | Yes |
| John Pack | NCCRC | | | | Yes |
| Pedro Jaques Ceballos | NCCRC | | | | Yes |
| Mike Arnusty | NCERC | | | | Yes |
| JERRY CASTARON | NCCRC | | | | Yes |
| Wendy Wheeler | | | | | Yes |
| ~~Anthony Rodgers~~ | A.L.C | 3600 Grand Ave | 510 435-8926 | Janessadad@Aol.com | Yes |
| ~~JEFF FLYNN~~ | LANA | | | | Yes |
| Darren Nelson | Local 713 Carpenters | 40 Sonnatton Rd. | (408) 776-7892 | mr.darrenelson@gmail.com | Yes |
| JoAnn BROWN | LOCAL 713 | 1042 70th AVE | 510-228-6455 | NO | Yes |
| Rosalee ojeda | " | | | | Yes |
| ALIME NEZ | LOCAL 713 | | | | Yes |
| Andy Sliva | Carpenters Union. | | | asliva@nccrc.org | Yes |
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| Eleanor Hollander | OMCC | 475 14th St | | ehollander@oaklandchamber.com | Yes |

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# Memorandum

TO: Alameda County Transportation Commission

FROM: Cambridge Systematics, Inc.

DATE: January 6, 2012

RE: Summary of Performance Evaluation and Model Results , Draft Countywide Transportation Plan: Baseline, Fully Funded (Tier 1), Partially Funded (Tier 2) and Vision Scenarios

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This memorandum summarizes performance evaluation results for the Draft Alameda Countywide Transportation Plan (CWTP). Evaluation results are reported for three scenarios:

- Baseline (existing plus committed projects and programs),
- Fully funded projects and proposed additional program spending (Tier 1), and
- Partially funded projects (Tier 2)/Vision -all programs and projects. Some projects are recommended for partial funding because they represent a commitment to project development or a specific phase of development.

Fully funded and partially funded projects and programs represent what can be implemented within the approximately $6.8 billion anticipated revenue for the next 28 years, and assume an extension of the ½ cent local sales tax for transportation. Since an augmented sales tax is being considered for Alameda County, which would increase revenues beyond the $6.8 billion estimate, a Tier 2/Vision scenario is also evaluated. Due to this consideration, the project and program lists included in this evaluation may be revised to be consistent with the final draft Transportation Expenditure Plan (TEP) adopted by the Commission in January 2012. Appendix A provides tables with more details on the performance evaluation results for the three scenarios. Appendix B identifies assumptions used in the performance evaluation including a list of all projects by funding commitment, program funding levels, land use assumptions and a comparison to previous performance measure results.

The performance evaluation results will be used to inform Chapter 6, Projects and Programs, of the Draft CWTP, which will be reviewed by the Steering Committee and Working Groups in March 2012 and which will also incorporate the final draft TEP assumptions.

## Background

In March 2011, the Steering Committee adopted performance measures for evaluating programs and projects for inclusion in the CWTP and ultimately the Transportation Expenditure Plan (TEP). The first performance evaluation results, which were part of exploratory analysis of

draft plan scenarios, were presented in July 2011. The July results were used along with information about commitment to on-going programs and projects, congestion relief, and maintenance to develop the financially constrained lists of programs and projects released in the Administrative Draft CWTP by the Steering Committee in September 2011. The Administrative Draft CWTP program and project lists were adjusted to reflect comments received in October 2011, and a second round of evaluation was conducted in November 2011. The results for this second evaluation, which are the subject of this memorandum, will be used to inform the Draft CWTP, which will be reviewed by the Steering Committee and Working Groups in March 2012.

Compared to the July evaluation, the November evaluation:

- **Focuses on overall countywide performance.** The November evaluation focuses only on overall countywide and subarea performance results. Individual projects are not reevaluated.
- **Includes three new transportation investment scenarios.** The July evaluation included five exploratory scenarios for the year 2035. The November evaluation includes three comparative scenarios that differ by investment level for year 2035:
  - Future Baseline scenario including committed projects and limited programmatic spending;
  - Tier 1 (fully funded) scenario including Baseline commitments, fully funded projects and proposed additional program spending, and
  - Tier 2/Vision (partially funded) scenario including Tier 1, 2 and Vision projects and assuming full program funding.

  Projects included in the Tier 1 scenario were identified through a performance evaluation process and with the input from the CWTP-TEP Advisory Working Groups, Steering Committee, and public input. The draft list of projects and program funding amounts are provided in Appendix B. Due to concurrent development of the TEP, the project and program lists included in this evaluation may be revised to be consistent with the final draft TEP adopted by the Commission in January 2012.
- **Reflects financially constrained funding levels.** The July evaluation reflected initial estimates of discretionary funding of about $12 billion, whereas the combined Fully Funded (Tier 1) and Partially Funded (Tier 2) scenarios represent about $6.8 billion (consistent with the draft RTP assumption), of which two-thirds is generated from local sources including existing Measure B and Measure F (vehicle registration fee) revenues.
- **Reflects more focused land uses.** The land use assumptions for the November evaluation were changed from the July analysis such that: (1) jobs and employed residents were slightly reduced for the whole Bay Area (2) jobs were increased slightly in Alameda County while employed residents, population and households stayed approximately the same; and (3) population and employment was redistributed among the individual jurisdictions to focus growth in Priority Development Areas (PDAs) and to be consistent with ABAG's Alternative Land Use Scenarios released in late August 2011. Appendix B provides more detail on these changes and explains the process for developing the land use assumptions.

- **Assesses refined performance measures.** The November evaluation includes a new congestion-focused performance measure (percent of congested roadway segments during peak periods[1]). The performance measure for roadway state of good repair was refined to better match information provided by MTC, and is now defined as "additional funding necessary to maintain current pavement conditions."

**Summary**

Consistent with ABAG and MTC land use projections released in the Alternative Land Use Scenarios in August 2011, Alameda County's year 2035 households and employment are projected to increase to about 697,000 and 875,000, respectively (Table 1). These increases equate to 28 percent growth from current levels for households, and 19 percent for employment.

As a result, model forecasts indicate that in the future, approximately 5.7 million trips will be made each day in Alameda County and about 50 million vehicle miles of travel (VMT) will occur. These values correspond to an approximately 24 percent trip growth and 40 percent VMT growth.

**Table 1 –Daily Trips and Vehicle Miles / Hours of Travel Within Alameda County**

| | Current Year | Baseline – (July 2011 Analysis) | Baseline – (Nov, 2011 Analysis) | Tier 1 | Tier2/Vision |
|---|---|---|---|---|---|
| Drive alone | 2,393,000 | 2,943,000 | 2,880,000 | 2,859,000 | 2,831,000 |
| Carpool | 1,442,000 | 1,773,000 | 1,822,000 | 1,810,000 | 1,782,000 |
| Transit | 269,000 | 358,000 | 413,000 | 423,000 | 432,000 |
| Bicycle | 78,000 | 95,000 | 99,000 | 98,000 | 96,000 |
| Walk | 442,000 | 523,000 | 546,000 | 578,000 | 636,000 |
| Total Trips | 4,625,000 | 5,691,000 | 5,760,000 | 5,768,000 | 5,778,000 |
| Daily Vehicle Miles of Travel (millions) | 35.92 (total) | 52.02 (total) | *42.55 (auto)* *7.88 (truck)* 50.43 (total) | *42.77 (auto)* *7.95 (truck)* 50.72 (total) | *42.51 (auto)* *7.88 (truck)* 50.39 (total) |
| Daily Vehicle Hours of Travel (millions) | 0.92 (total) | 1.56 (total) | 1.46 (total) | 1.45 (total) | 1.40 (total) |
| Households | 542,250 | 693,540 | 696,834 | | |
| Employment | 735,460 | 835,183 | 874,605 | | |

[1] Congestion is defined as roadway segments operating at volume to capacity ratios exceeding 0.75 (moderately congested) and 1 (severely congested). These thresholds are consistent with ones used by the Metropolitan Transportation Commission

Alameda County's future auto VMT is projected to be split between three components (truck VMT split is shown in parenthesis) based on where trips begin and end. As such:

- 37 percent are for trips that begin and end in Alameda County (35 percent for trucks);
- 27 percent are for trips that pass through Alameda County without stopping (32 percent for trucks); and,
- 36 percent are for trips that travel between Alameda County and another county (33 percent for trucks), broken out as follows:
  - 6 percent are to/from the San Joaquin Valley (10 percent for trucks);
  - 9 percent are to/from Santa Clara County or the Central Coast (10 percent for trucks);
  - 4 percent are to/from San Mateo County (3 percent for trucks);
  - 5 percent are to/from San Francisco County (2 percent for trucks);
  - 4 percent are to/from the North Bay, Sacramento Region or the North Coast(4 percent for trucks); and,
  - 9 percent are to/from Contra Costa County (4 percent for trucks);

To accommodate these household, employment and travel increases, a balanced investment in transportation infrastructure and services will be needed. Table 2 summarizes performance results for the entire county for the three scenarios; detailed tables are provided in Appendix A. Highlights of the performance evaluation results are discussed below.

**Comparison of Scenario Results**

Overall, the Tier 1 scenario shows improved performance compared to the Baseline scenario. Most importantly, drive alone and carpool trips are reduced even though total trip making increases for the Tier 1 and Tier 2/Vision scenarios. The reduced driving is accompanied by increases in transit and non-motorized travel, with the largest increase occurring for walking. This increase in non-motorized travel leads to an increase in physical activity as measured by the time spent walking and bicycling each day.

Accessibility to activity centers and frequent transit improved by the largest margins, resulting primarily from improved transit frequencies serving major activity centers. As a result of plan investments, 76 percent of the lowest income households will have convenient access to employment/activity centers, compared to 67 percent in the Baseline, and 88 percent will have access to frequent transit compared with 80 percent in the Baseline. Under Tier 2/Vision, performance for both measures improve to 81 percent and 88 percent respectively. Accessibility to activity centers improved most in North and South county planning areas (see Table A.3) whereas access to frequent transit improved most in the South and East county planning areas (see Table A.4).

## Table 2 – Summary Performance Results for Selected Measures

| Performance Measure | Definition and Corresponding Detailed Appendix Table | Baseline | Tier 1 | Tier 2/ Vision |
|---|---|---|---|---|
| Congestion | % of lane miles moderately or severely congested during AM (PM) peak period (A.1) | 29% (33%) | 27% (33%) | 27% (31%) |
| Alternative modes | % trips made by non-automobile modes (A.2) | 18% | 19% | 20% |
| Activity center accessibility | % of low-income (<$25k annual) households within 20 min. drive or 30 min. transit ride of activity center or 0.5 mi from grade school (A.3) | 67% | 76% | 81% |
| Public transit accessibility | % of low-income (<$25k annual) households within 0.25mi of bus route or 0.5mi rail transit stop (A.4) | 80% | 88% | 88% |
| Public transit usage | Daily public transit ridership (A.5) | 613,201 | 648,062 | 689,456 |
| Transit efficiency | Transit passengers carried per transit revenue hour of service offered (bus only) (A.6) | 54 | 49 | 51 |
| Travel time | Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) 1-hr peak period, drive alone trips (A.7a) | 48 (44) | 46 (42) | 45 (41) |
| | Same as above for transit trips (A.7d) | 74 | 72 | 71 |
| Reliability | Average ratio of AM (PM) 1-hr peak period to off-peak period travel times for selected origin-destination pairs, drive alone trips (A.8a) | 1.6 (1.5) | 1.6 (1.5) | 1.6 (1.4) |
| | Same as above for transit trips (A.8d) | 1.1 | 1.1 | 1.1 |
| Maintenance | Unmet maintenance needs over 28 years assuming current pavement conditions | Please see Figure A.2 | | |
| | Percentage of remaining service life for transit vehicles in 2035 (A.9) | 23% | 35% | 41% |
| Safety | Annual projected injury and fatality crashes (A.10) | 13,045 | 13,121 | 13,035 |
| Physical Activity | Total daily hours spent biking or walking (A.11) | 231,531 | 235,366 | 240,678 |
| Clean Environment | Tons of daily greenhouse gas emissions (A.11) | 19,777 | 19,722 (0.3% reduction) | 19,443 (1.7% reduction) |
| | Tons of daily particulate (PM 2.5) emissions (A.12) | 1.61 | 1.60 | 1.57 |

Most other measures also showed positive change. Daily transit boardings in the Tier 1 and Tier2/Vision scenarios increased by 6 and 12 percent, respectively, over the Baseline (from 613,000 to 648,000 and 689,000), and walking trips increased by 6 and 16 percent, with the greatest improvements in North and Central counties.

The percentage of countywide lanes miles that are moderately or severely congested decreases (see Table 2 and Table A.1). Results in Appendix A, Table A.1 also indicate that congestion levels decrease for all planning areas in either the A.M and/or P.M peak periods, particularly in South and East counties.

Figures 1 and 2 illustrate roadways within Alameda County that experience substantive changes in peak-period congestion levels, as measured by changes in the volume to capacity ratio, for the Tier 1 and Tier 2/Vision scenarios. About 110 lane miles experience reduced peak period congestion in both scenarios, while approximately 25 lane miles experience increased congestion.

Greenhouse gas and particulate matter emissions declined by small margins between these three future year scenarios (less than one percent between Baseline and Tier 1, and almost 2 percent between Baseline and Tier 2/Vision). All three scenarios incorporate identical economic growth assumptions and strategies for key inputs such as land use policies, low carbon fuel, and vehicle technology; the additional changes for Tier 1 and Tier 2/Vision reflect emission reductions from major transportation projects and programs.

When GHG emissions are considered on a population (or per-capita basis), as MTC is doing for the Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) process, a different picture begins to emerge. In that case, daily GHG emissions drop from 18.4 pounds per capita to 14.2 pounds per capita for the Tier 1 Scenario[2]. This 24 percent GHG reduction can be attributed to a combination of strategies that encompass land use and investment strategies in the draft CWTP, economic growth projections, and vehicle technology and fuel standards.

Although most measures show improvement, these improvements are small in some cases and decline in a few other cases for two principal reasons. First, the CWTP scenarios include a range of capital and programmatic investments across all travel modes and geographic areas creating a balanced investment portfolio. This portfolio improves performance for some measures (e.g. accessibility and congestion), but leaves others such as mode of travel or travel times minimally changed or unchanged. While a noticeable change in mode split – or any specific performance measure - could potentially occur with an investment portfolio that is heavily concentrated in an individual mode and/or geographic area, such imbalanced investment could have undesirable effects on other performance measures.

Second, inherent limitations with travel demand modeling limit the ability to capture the full extent of performance benefits from program and smaller scale capital investments. For example, the travel model used for the evaluation cannot forecast the benefits of planned investments in travel demand management, roadway maintenance, or smaller intersection improvements, all of which are important components of the proposed draft CWTP.

[2] These GHG figures include all travel on Alameda County roadways by automobiles and light-duty trucks.

**Figure 1 – Roadway Congestion Changes for Tier 1 Scenario**

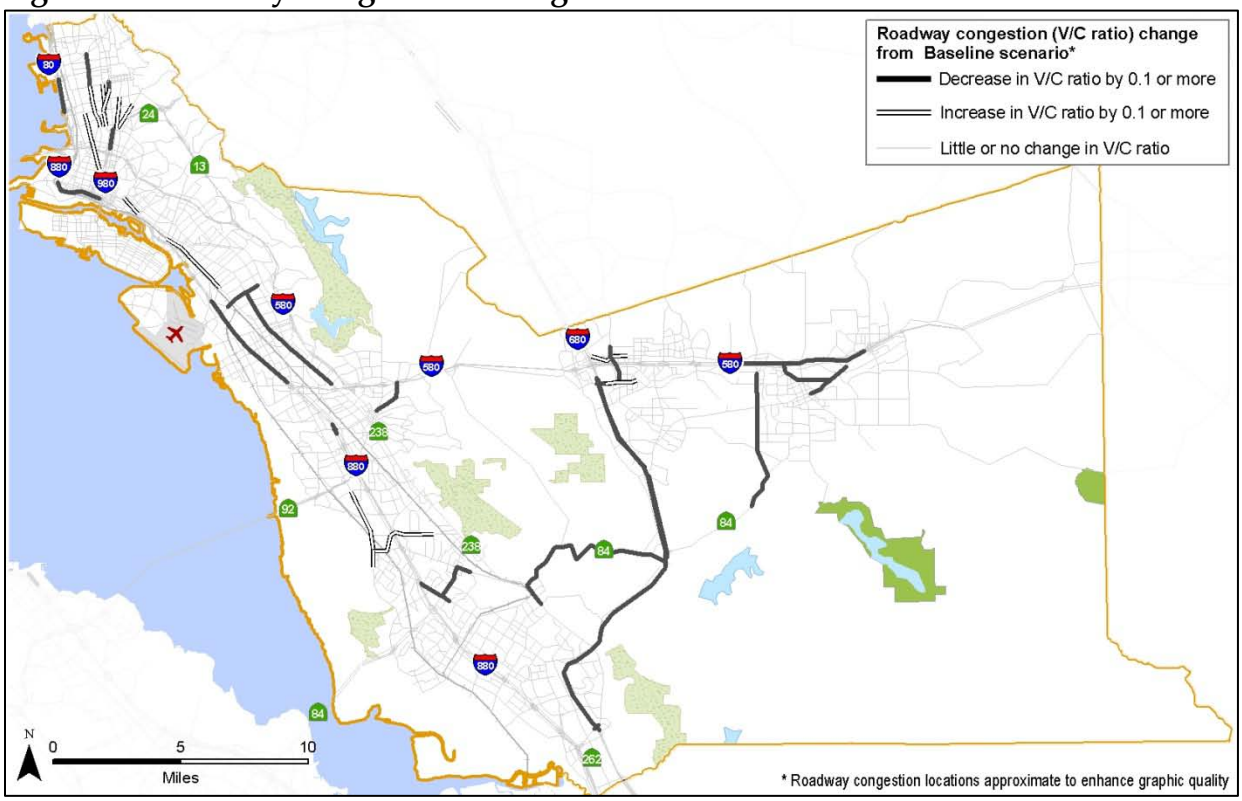
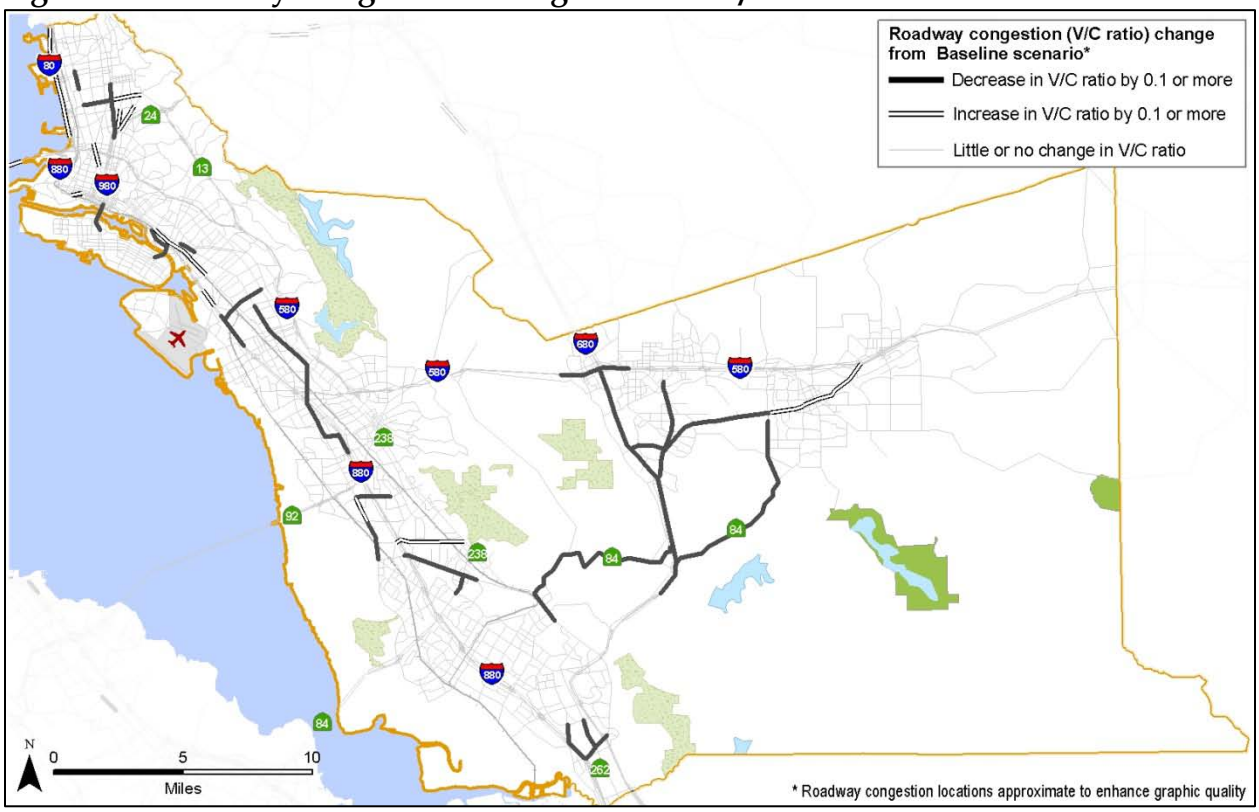



**Figure 2 – Roadway Congestion Changes for Tier 2/Vision Scenario**



**Modest Performance Changes are Observed in Some Cases**

A few measures exhibit slightly declining performance for the Tier 1 and/or Tier 2/Vision scenarios:

- **Peak to off peak travel times:** Although congestion was reduced for Tier 1, the average ratio of peak to off peak travel times remained essentially the same. However, this result is primarily driven by improved conditions in the off-peak period rather than a degradation in peak period conditions. Also, these countywide results mask the fact that peak travel times improve in many corridors. For example, trips from East County to San Jose showed a reduction in the peak to off peak ratio, indicating that peak period congestion was reduced more significantly than off-peak congestion in this travel corridor.

- **Maintenance:** MTC has released data showing that $2.15 billion in revenue is expected to be available from current sources to maintain local streets and roads throughout Alameda County over the next 28 years. However, MTC's data also show that an additional $3.18 billion is needed just to maintain current roadway pavement conditions[3] An additional $2.46 billion (for a total of $5.64 billion beyond expected revenue) is needed to achieve a PCI rating of 75 ("state of good repair") in each jurisdiction**.** Figure A.2 in Appendix A shows available revenue and shortfall by jurisdiction for both pavement condition scenarios.

- **Safety:** The expected number of fatal and injury collisions is essentially unchanged between the three scenarios, which reflects relatively stable forecasts of vehicle-miles travelled.

- **Transit Efficiency:** Transit service efficiency (riders per revenue hour) for bus transit decreases slightly. Although transit ridership increases, the increase is not proportional to the increase in service hours provided. This ratio improves somewhat in the Tier2/Vision scenario relative to Tier 1 since the percentage increase in ridership is larger than the percentage increase in transit hours of service between the two scenarios. This result suggests that transit service in Tier 2/Vision is somewhat more focused in areas that have a greater potential to generate new ridership.

Appendix A provides detailed tables for each measure.

Appendix B provides the assumptions for the scenarios in terms of land use and infrastructure investments.

[3] Current conditions, as measured by the Pavement Condition Index (PCI), average 69 across Alameda County with a range of 56 to 78 for individual jurisdictions.

## Appendix A – Detailed Tables for Performance Measures Results

This Appendix provides the following detailed tables and figures illustrating performance results:

- Table A.1 – Percent of Lane-Miles Congested During Peak Periods
- Table A.2 – Percentage of Trips by Mode of Travel
- Table A.3 – Activity Center Accessibility
- Table A.4 – Public Transit Accessibility
- Table A.5 – Public Transit Daily Ridership
- Table A.6 – Transit Passengers by Revenue Hour
- Tables A.7a-A.7d – Minutes of Average Travel Time – Drive-Alone Mode, Carpool Mode, Heavy Truck Mode, Transit Mode
- Tables A.8a-A.8d – Peak to Off-Peak Travel Time Ratios – Drive-Alone Mode, Carpool Mode, Heavy Truck Mode, Transit Mode
- Table A.9 – Greenhouse Gas and Particulate Matter Emissions
- Figure A.1 – Carbon Dioxide (CO2) Emissions from Alameda County Roadways
- Figure A.2 – Capital Funding Needs to Maintain and Improve Current Pavement Conditions.
- Table A.10 – Transit Vehicle Conditions
- Table A.11 – Collisions by Type
- Table A.12 – Daily Hours Spent Bicycling and Walking

Brief observations on key trends and notable results are included for each set of related performance measures.

## Table A.1 Congested Lane-Miles During Peak Periods

| | Percent of Total Lane-Miles | | | |
|---|---|---|---|---|
| | A.M. One-Hour | | P.M. One-Hour | |
| | Moderately Congested (v/c 0.75-1.00) | Severely Congested (v/c >1.00) | Moderately Congested (v/c 0.75-1.00) | Severely Congested (v/c >1.00) |
| Baseline | | | | |
| North | 20% | 9% | 23% | 10% |
| Central | 23% | 8% | 29% | 9% |
| South | 22% | 4% | 21% | 6% |
| East | 21% | 8% | 24% | 11% |
| **County All** | **21%** | **8%** | **24%** | **9%** |
| Tier 1 | | | | |
| North | 20% | 9% | 22% | 11% |
| Central | 24% | 8% | 28% | 8% |
| South | 21% | 3% | 20% | 5% |
| East | 18% | 8% | 24% | 9% |
| **County All** | **20%** | **7%** | **24%** | **9%** |
| Tier 2/Vision | | | | |
| North | 19% | 10% | 22% | 10% |
| Central | 22% | 8% | 28% | 8% |
| South | 20% | 4% | 20% | 5% |
| East | 18% | 6% | 24% | 8% |
| **County All** | **20%** | **7%** | **23%** | **8%** |

Table A.1 displays congested lane mileage results for the three scenarios at the sub-county and county levels. These peak-hour congestion levels are generally consistent with expectations; they remain stable or slightly decreased for Tier 1 compared to Baseline, and for Tier 2/Vision compared to Tier 1. While congestion reduction between these scenarios is seen throughout the County, the largest reductions occur in the East County (e.g. "severely congested" lane miles decreases from 11% in Baseline to 9% in Tier 1; moderately congested decreases from 21% in Baseline to 18% in Tier 1.) This result reflects planned capital investments in BART and I-580 HOV/HOT lanes.

The mode of travel results in Table A.2 show relatively minor changes for the Tier 1 and Tier 2/Vision scenarios compared to the Baseline. The most noticeable change is in the extent of walking in North County. While the magnitude of transit and non-motorized investments may have created an expectation for a larger mode split away from drive alone, the CWTP scenarios actually include a range of capital and programmatic investments across all modes of travel and geographic areas creating a balanced investment portfolio,. This type of balanced portfolio improves performance for some measures (e.g. accessibility and congestion), but leaves others

such as mode of travel minimally changed or unchanged. A noticeable change in mode split would potentially occur with an investment portfolio that is heavily concentrated in an individual mode and/or geographic area, but such imbalanced investment could have undesirable effects on other performance measures.

The accessibility metrics in Tables A.3 and A.4 show strong and consistent improvements throughout the County, especially for access to public transit. The strongest access improvements occur for the lowest income quartile.

For the Tier 1 scenario, activity center accessibility improves in the North, Central and South regions, and remains stable for East County. This sub-regional difference is created by the improved bus service for North, Central and South counties (relative to Baseline), while the BART to Livermore Phase I project under the Tier 1 scenario does not increase access to employment centers (within a 30 minute travel time) due to required transfers between the express bus and rapid rail. The Tier2/Vision scenario extends BART rapid rail through Livermore. The combination of eliminating the rail/bus transfer and directly serving more employment centers with rail results in a large accessibility improvement for East County. It should be noted that BART to Livermore Phases I and II evaluated in this effort were representative of a one-station and bus extension, and a two-station extension to the Greenville Road area. BART is in the process of developing more detailed descriptions of both phases.

**Table A.2 Percent of Daily Trips by Mode of Travel**

| Planning Area | Drive-Alone | Carpool | Transit | Walk | Bicycle |
|---|---|---|---|---|---|
| Baseline (5.76 million countywide trips) | | | | | |
| North | 46% | 30% | 11% | 12% | 2% |
| Central | 53% | 33% | 6% | 8% | 1% |
| South | 53% | 34% | 4% | 8% | 1% |
| East | 55% | 33% | 4% | 8% | 1% |
| County – All | **50%** | **32%** | **7%** | **9%** | **2%** |
| Tier 1 Scenario (5.77 million countywide trips) | | | | | |
| North | 45% | 29% | 11% | 13% | 2% |
| Central | 53% | 32% | 6% | 8% | 1% |
| South | 52% | 34% | 4% | 8% | 1% |
| East | 55% | 32% | 4% | 8% | 1% |
| County – All | **50%** | **31%** | **7%** | **10%** | **2%** |
| Tier 2/Vision Scenario (5.78 million countywide trips) | | | | | |
| North | 44% | 29% | 11% | 14% | 2% |
| Central | 52% | 32% | 6% | 9% | 1% |
| South | 52% | 33% | 5% | 9% | 1% |
| East | 54% | 32% | 4% | 9% | 1% |
| **County – All** | **49%** | **31%** | **7%** | **11%** | **2%** |

Note: Totals may not equal sums due to rounding.

## Table A.3 Activity Center Accessibility

| Planning Area | Households within a peak period 30-min transit ride and a 20-min drive of one employment center and a 0.5-mile walk of a grade school by income group | | | |
|---|---|---|---|---|
| | < $45,000 | $45,000-$81,000 | $81,000-$135,000 | > $135,000 |
| **Baseline** | | | | |
| North | 75% | 70% | 65% | 54% |
| Central | 70% | 69% | 65% | 53% |
| South | 28% | 29% | 28% | 21% |
| East | 31% | 24% | 22% | 16% |
| County - All | **67%** | **58%** | **49%** | **36%** |
| **Tier 1** | | | | |
| North | 85% | 80% | 73% | 58% |
| Central | 75% | 73% | 69% | 55% |
| South | 44% | 44% | 41% | 34% |
| East | 30% | 24% | 22% | 17% |
| County – All | **76%** | **66%** | **55%** | **41%** |
| **Tier 2/Vision** | | | | |
| North | 90% | 86% | 78% | 64% |
| Central | 79% | 78% | 75% | 64% |
| South | 51% | 51% | 48% | 43% |
| East | 37% | 31% | 29% | 21% |
| County – All | 81% | 72% | 61% | 48% |

Note: Household income is shown in year 2010 dollars.

Public transit access (Table A.4) improves in all sub-regions for the Tier 1 and Tier 2/Vision scenarios, and in some cases exhibits patterns that are not consistent with activity center accessibility shown in Table A.3. For example:

- In South County, public transit access improves by over 40 percentage points for Tier 1 and Tier 2/Vision scenarios, while activity center access improves by 10 to 20 percentage points. The changes to public transit access are related to bus service reduction in the Baseline scenario, which results in many local bus routes in the South County not meeting the definition of "frequent bus service". Bus service restoration and expansion in the Tier 1 and Tier 2/Vision scenarios, plus construction of the Irvington BART station, results in a majority of South County households being located near a rail stop or bus route with frequent service.

- For East County, public transit access improves in the Tier 1 scenario even though activity center access had shown no change. The public transit access improvements for Tier 1 are created by bus service restoration and expansion, as occurred in South County, combined with implementation of the BART to Livermore Phase I (BTL I) project (which adds a rail

station and express bus service to several PDAs). While these Tier 1 features improve transit *access* for many East County residents, they do not improve transit travel times to employment centers in adjacent subregions or counties. It should be noted that BART to Livermore Phases I and II evaluated in this effort were representative of a one-station and bus extension (Phase I), and a two-station extension (Phase II) to the Greenville Road area. BART is in the process of developing more detailed descriptions of both phases.

Daily transit ridership (Table A.5) shows an expected increase for the Tier 1 and Tier 2/Vision scenarios. Some transit options show ridership decreases due to shifts between transit modes as rail service is expanded, bus service is restored, and walk and bicycle access times to some rail stations is improved. For example, East Bay Ferries show decrease for Tier 1 due to increased express bus frequencies in this scenarios (relative to the Baseline scenario). For the Tier 2/Vision scenario, some ferry riders are shifting to BART due to improved walk/bicycle access times in PDAs that are near most BART stations.

## Table A.4 Public Transit Accessibility

| | Share of households within ¼ mile of frequent bus service, or ½ mile of a rail transit stop, by household income | | | |
|---|---|---|---|---|
| **Planning Area** | **< $45,000** | **$45,000-$81,000** | **$81,000-$135,000** | **> $135,000** |
| **Baseline** | | | | |
| North | 94% | 92% | 86% | 74% |
| Central | 87% | 84% | 78% | 66% |
| South | 22% | 20% | 20% | 13% |
| East | 2% | 4% | 5% | 5% |
| **County-all** | **80%** | **68%** | **54%** | **40%** |
| **Tier 1** | | | | |
| North | 97% | 94% | 91% | 83% |
| Central | 90% | 87% | 82% | 72% |
| South | 62% | 63% | 59% | 51% |
| East | 25% | 22% | 21% | 17% |
| **County-all** | **88%** | **79%** | **69%** | **56%** |
| **Tier 2/Vision** | | | | |
| North | 97% | 96% | 95% | 92% |
| Central | 92% | 89% | 84% | 73% |
| South | 68% | 67% | 64% | 55% |
| East | 13% | 13% | 13% | 11% |
| **County-all** | **88%** | **79%** | **69%** | **58%** |

Notes: Household income is shown in year 2010 dollars.
Frequent bus service, for this analysis, is a route with peak-period headways of 14 minutes or less.

## Table A.5 Public Transit Daily Boardings in Alameda County

| Scenario | Baseline | Tier 1 | Tier 2/Vision |
|---|---|---|---|
| BART | 270,439 | 270,334 | 259,582 |
| Conventional Rail[a] | 1,948 | 4,348 | 4,511 |
| AC – Local | 302,606 | 331,614 | 383,196 |
| AC – Transbay | 18,621 | 20,043 | 19,582 |
| LAVTA | 6,180 | 7,767 | 8,730 |
| Union City | 1,759 | 2,418 | 2,992 |
| East Bay Ferries | 3,722 | 3,657 | 3,219 |
| Dumbarton | 3,000 | 4,153 | 4,138 |
| Other Local Routes[b] | 4,926 | 3,728 | 3,506 |
| **Countywide** | **613,201** | **648,062** | **689,456** |

[c] Conventional rail trips represent total boardings at Alameda County Stations on Amtrak and ACE lines.
[b] Other local routes include shuttles in West Berkeley, Emeryville, Broadway Avenue, and Wheels/ACE.

Table A.5 also shows a slight reduction in BART ridership in the Tier 2/Vision scenario compared to Tier 1. This modeling result is related to substantial improvements to local bus headways and assumed reductions in walking and bicycling times within PDAs (for Tier 2 / Vision). Essentially, assumed improvements to local bus and non-motorized travel options divert some shorter trips from BART, which offsets ridership gains from BART capital projects that are included in Tier 2/Vision. This type of result illustrates the importance of considering the entire package of projects and programs that are included in each scenario as well as regional systemwide interactions that are not accounted for in this evaluation. Associating performance changes between scenarios with individual projects would be inaccurate.

The transit passengers per revenue hour (Table A.6) reduces slightly from the Baseline scenario because although transit ridership increases, the increase is not proportional to the increase in service hours provided. This ratio improves somewhat in the Tier 2/Vision scenario relative to the Tier 1 scenario due to the fact that the percentage increase in ridership is larger than the percentage increase in transit hours of service between the two scenarios. This suggests that transit service in the Tier 2/Vision scenario is focused in areas that have a greater potential to generate new ridership.

## Table A.6 Transit Passengers per Revenue Hour (Bus Transportation Only)

| | Baseline | Tier 1 | Tier 2/Vision |
|---|---|---|---|
| Passengers per Revenue Hour of Service | 54 | 49 | 51 |

The average travel times shown in Table A.7a through A.7d generally decrease for the Tier 1 and Tier2/Vision compared to Baseline. The magnitude of change is heavily influence by the number of type of transportation investments in the roadway or transit corridors that serve each travel market. For example, Central San Jose to East County shows substantial travel time improvements in Tier 1 for drive-alone, carpool and truck modes due to many planned investments on I-680 and I-580. The situation is different between Central San Jose and South County; in this market, travel times do not change between scenarios since substantial investments have been completed in recent years and are included in the Baseline scenario.

A comparison of results between Tables A.7a, A.7b and A.7c shows that the pattern of changes is not consistent within individual travel markets. For example, in the North-North market, carpool is slower than drive alone while drive alone is slower than truck. These seeming anomalies actually reflect the average travel time for ALL trips that occur in the market. On average, carpool trips tend to be more common in longer distance markets while drive alone trips are more common in shorter distance markets (due the perceived "hassle" of carpooling for short trips). Since an "average" carpool trip will have a longer distance than an "average" drive alone trip, average carpool travel time will also be longer. The likely reason for truck travel time being shorter than other modes for some O-D pairs is that trucks tend to make more direct , shorter and higher speed trips on freeways connecting pickup and drop off points, whereas other types of trips (e.g. drive alone and carpool) go into residential areas on local roads and tend to be longer.

**Table A.7a Minutes of Average Travel Time – Drive-Alone Mode**

| Planning Area Origin | Planning Area Destination | Minutes of Travel Time – A.M. – One Hour Peak Period | | | Minutes of Travel Time – P.M. – One Hour Peak Period | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 18 | 19 | 18 | 16 | 16 | 16 |
| Central | Central | 13 | 13 | 13 | 12 | 12 | 12 |
| Downtown SF | North | 43 | 44 | 48 | 53 | 51 | 51 |
| North | Downtown SF | 67 | 67 | 62 | 40 | 40 | 40 |
| Cen. San Jose | East | 59 | 52 | 51 | 75 | 65 | 62 |
| East | Central San Jose | 96 | 93 | 86 | 67 | 65 | 61 |
| Central San Jose | South | 35 | 34 | 35 | 34 | 34 | 34 |
| South | Central San Jose | 34 | 34 | 34 | 35 | 35 | 35 |
| North | South | 43 | 43 | 42 | 58 | 56 | 53 |
| South | North | 68 | 64 | 64 | 52 | 49 | 49 |

## Table A.7b Minutes of Average Travel Time – Carpool Mode

| Planning Area Origin | Planning Area Destination | Minutes of Travel Time – A.M. – One Hour Peak Period | | | Minutes of Travel Time – P.M. – One Hour Peak Period | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 21 | 21 | 20 | 17 | 17 | 17 |
| Central | Central | 13 | 13 | 13 | 12 | 12 | 12 |
| Downtown SF | North | 54 | 54 | 57 | 54 | 52 | 52 |
| North | Downtown SF | 64 | 64 | 56 | 45 | 46 | 44 |
| Cen. San Jose | East | 58 | 49 | 47 | 73 | 48 | 47 |
| East | Central San Jose | 90 | 83 | 76 | 62 | 59 | 57 |
| Central San Jose | South | 35 | 34 | 34 | 31 | 30 | 30 |
| South | Central San Jose | 32 | 32 | 32 | 33 | 33 | 33 |
| North | South | 36 | 36 | 35 | 51 | 50 | 48 |
| South | North | 72 | 68 | 66 | 39 | 36 | 36 |

## Table A.7c Minutes of Average Travel Time – Heavy Truck Mode

| Planning Area Origin | Planning Area Destination | Minutes of Travel Time – A.M. – One Hour Peak Period | | | Minutes of Travel Time – P.M. – One Hour Peak Period | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 16 | 16 | 16 | 15 | 15 | 15 |
| Central | Central | 11 | 11 | 11 | 11 | 11 | 11 |
| Downtown SF | North | 31 | 31 | 37 | 49 | 47 | 48 |
| North | Downtown SF | 62 | 62 | 57 | 37 | 37 | 37 |
| Cen. San Jose | East | 59 | 52 | 51 | 73 | 64 | 62 |
| East | Central San Jose | 93 | 91 | 84 | 67 | 65 | 61 |
| Central San Jose | South | 34 | 33 | 33 | 32 | 31 | 31 |
| South | Central San Jose | 31 | 31 | 31 | 35 | 35 | 34 |
| North | South | 45 | 44 | 43 | 61 | 59 | 56 |
| South | North | 69 | 64 | 65 | 55 | 52 | 52 |

## Table A.7d Minutes of Average Travel Time – Transit Mode

| Planning Area Origin | Planning Area Destination | Minutes of Travel Time – Overall Average | | |
|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/Vision |
| North | North | 39 | 36 | 36 |
| Central | Central | 39 | 37 | 36 |
| Downtown SF | North | 42 | 42 | 50 |
| North | Downtown SF | 44 | 43 | 46 |
| Cen. San Jose | East | 120 | 119 | 112 |
| East | Central San Jose | 117 | 115 | 107 |
| Central San Jose | South | 79 | 77 | 75 |
| South | Central San Jose | 81 | 79 | 77 |
| North | South | 94 | 96 | 93 |
| South | North | 82 | 79 | 80 |

## Table A.8a Peak to Off-Peak Travel Time Ratio – Drive-Alone Mode

| Planning Area Origin | Planning Area Destination | Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak | | | Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 1.3 | 1.3 | 1.3 | 1.1 | 1.1 | 1.1 |
| Central | Central | 1.2 | 1.1 | 1.1 | 1.1 | 1.0 | 1.0 |
| Downtown SF | North | 1.8 | 1.8 | 2.0 | 2.2 | 2.1 | 2.1 |
| North | Downtown SF | 2.7 | 2.7 | 2.4 | 1.6 | 1.6 | 1.6 |
| Cen. San Jose | East | 1.4 | 1.2 | 1.2 | 1.8 | 1.6 | 1.5 |
| East | Central San Jose | 2.3 | 2.2 | 2.0 | 1.6 | 1.5 | 1.4 |
| Central San Jose | South | 1.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| South | Central San Jose | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 |
| North | South | 1.3 | 1.3 | 1.2 | 1.7 | 1.6 | 1.5 |
| South | North | 2.0 | 1.9 | 1.9 | 1.5 | 1.5 | 1.4 |

## Table A.8b Peak to Off-Peak Travel Time Ratio – Carpool Mode

| Planning Area Origin | Planning Area Destination | Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak | | | Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 1.4 | 1.5 | 1.4 | 1.2 | 1.2 | 1.1 |
| Central | Central | 1.2 | 1.1 | 1.1 | 1.0 | 1.0 | 1.0 |
| Downtown SF | North | 2.1 | 2.1 | 2.2 | 2.1 | 2.0 | 2.0 |
| North | Downtown SF | 2.4 | 2.3 | 2.1 | 1.7 | 1.7 | 1.6 |
| Cen. San Jose | East | 1.4 | 1.2 | 1.1 | 1.8 | 1.2 | 1.1 |
| East | Central San Jose | 2.2 | 2.0 | 1.8 | 1.5 | 1.4 | 1.4 |
| Central San Jose | South | 1.3 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 |
| South | Central San Jose | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| North | South | 1.2 | 1.1 | 1.1 | 1.7 | 1.6 | 1.5 |
| South | North | 2.3 | 2.2 | 2.1 | 1.2 | 1.2 | 1.2 |

## Table A.8c Peak to Off-Peak Travel Time Ratio – Heavy Truck Mode

| Planning Area Origin | Planning Area Destination | Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak | | | Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak | | |
|---|---|---|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 |
| Central | Central | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Downtown SF | North | 1.4 | 1.4 | 1.6 | 2.2 | 2.1 | 2.1 |
| North | Downtown SF | 2.6 | 2.6 | 2.3 | 1.5 | 1.5 | 1.5 |
| Cen. San Jose | East | 1.4 | 1.3 | 1.2 | 1.8 | 1.5 | 1.5 |
| East | Central San Jose | 2.2 | 2.2 | 2.0 | 1.6 | 1.5 | 1.5 |
| Central San Jose | South | 1.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| South | Central San Jose | 1.2 | 1.2 | 1.1 | 1.3 | 1.3 | 1.3 |
| North | South | 1.3 | 1.3 | 1.2 | 1.7 | 1.7 | 1.6 |
| South | North | 2.0 | 1.8 | 1.8 | 1.6 | 1.5 | 1.5 |

**Table A.8d Peak to Off-Peak Travel Time Ratio – Transit Mode**

| Planning Area Origin | Planning Area Destination | Ratio of Peak to Off Peak Travel Time - Overall | | |
|---|---|---|---|---|
| | | Baseline | Tier 1 | Tier 2/ Vision |
| North | North | 1.1 | 1.1 | 1.1 |
| Central | Central | 1.0 | 1.0 | 1.0 |
| Downtown SF | North | 1.0 | 1.0 | 1.1 |
| North | Downtown SF | 1.0 | 1.0 | 1.0 |
| Cen. San Jose | East | 1.2 | 1.2 | 1.1 |
| East | Central San Jose | 1.2 | 1.2 | 1.1 |
| Central San Jose | South | 1.1 | 1.1 | 1.1 |
| South | Central San Jose | 1.3 | 1.2 | 1.2 |
| North | South | 1.3 | 1.4 | 1.3 |
| South | North | 1.2 | 1.2 | 1.3 |

Table A.9 displays forecasts of year 2035 GHG and fine particle (PM 2.5) emissions in year 2035 for the three scenarios. These emission forecasts are for all travel within Alameda County. All three scenarios include identical assumptions for economic growth, land use patterns, fuel standards, and vehicle technology. The small differences shown in the table reflect transportation policies, programs and projects that are unique to each scenario in the Draft CWTP.

Figure A.2 illustrates another way to look at GHG emissions - a population or "per capita" basis. The regional GHG reduction targets established by the California Air Resources Board (CARB) under Senate Bill (SB) 375 are expressed as percent change in "per capita" greenhouse gas emissions relative to 2005. The targets that CARB approved for the MTC region are a 7 percent reduction by 2020 and a 15 percent reduction by 2035. These targets apply to emissions from automobiles and light duty trucks; heavy trucks and commercial vehicles are not subject to SB 375.

The left-hand column in Figure A.2 illustrates that Alameda County had average daily CO2 emissions of 18.6 pounds per capita in 2005 from autos and light trucks. Under "trend conditions" which reflect ABAG's Projections 2009 land use and federal (but not State) fuel economy standards, daily CO2 emissions would increase to 28.2 pounds per capita.

However, California has additional vehicle technology and fuel efficiency regulations that will substantially reduce CO2 emissions from autos and light duty trucks. As shown in the middle column, these regulations will reduce the County's daily CO2 emissions by 10.1 pounds per capita – down to 18.1 pounds per capita.

That number is further reduced by recent economic growth projections and actions that have been considered in the CWTP such as more concentrated land use and project and program investments. The two columns on the right show that the economic projections and land use

actions will combine to reduce CO2 emissions by 3.6 pounds per capita for all of the year 2035 CWTP scenarios. The Tier 1 scenario of projects and programs deliver an additional 0.24 pounds per capita reduction, while Tier 2/Vision deliver a 0.48 pound per capita reduction.

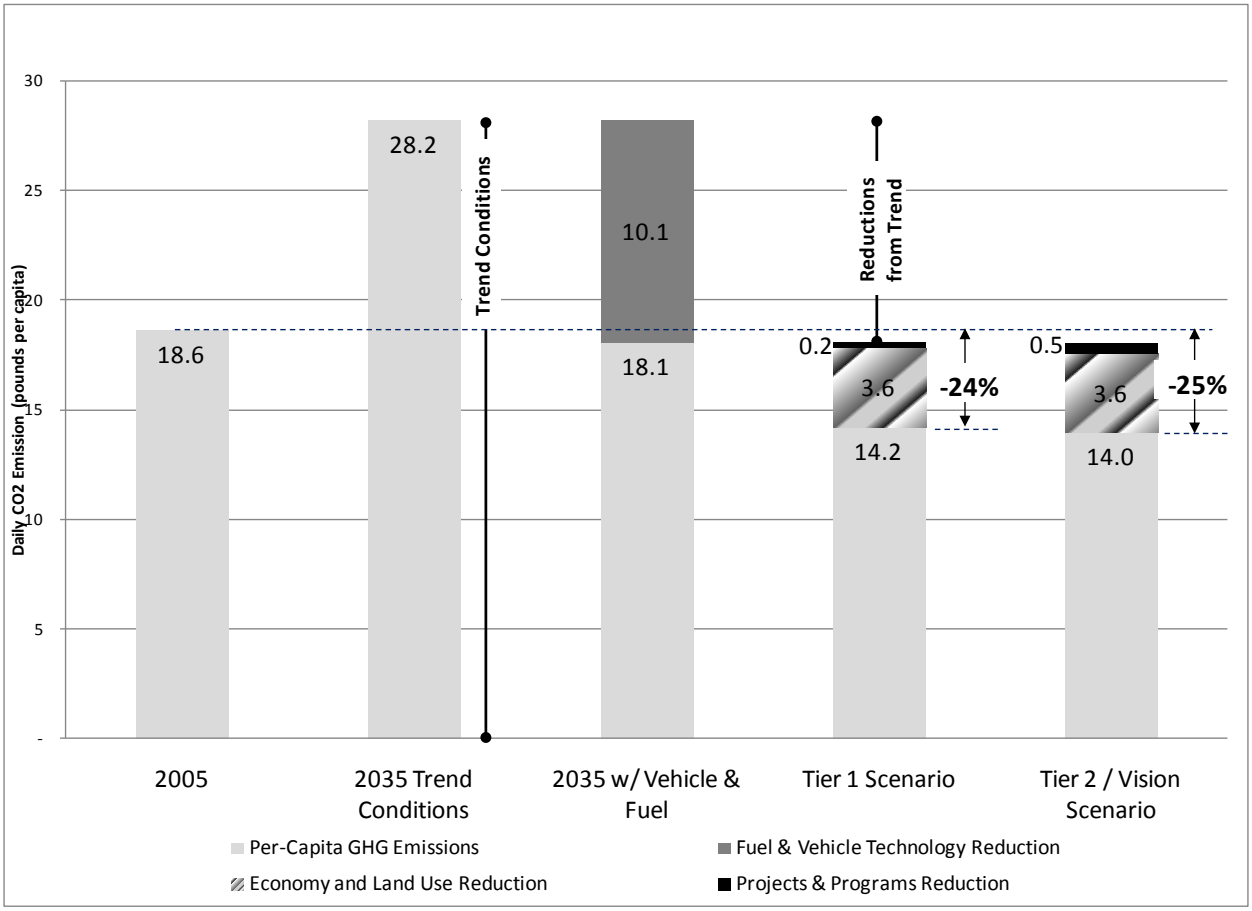
The resulting total of 14.0 to 14.2 pounds per capita represent a 24 percent to 25 percent reduction from the 2005 value.

## Table A.9 GHG and Fine Particulate Matter Emissions

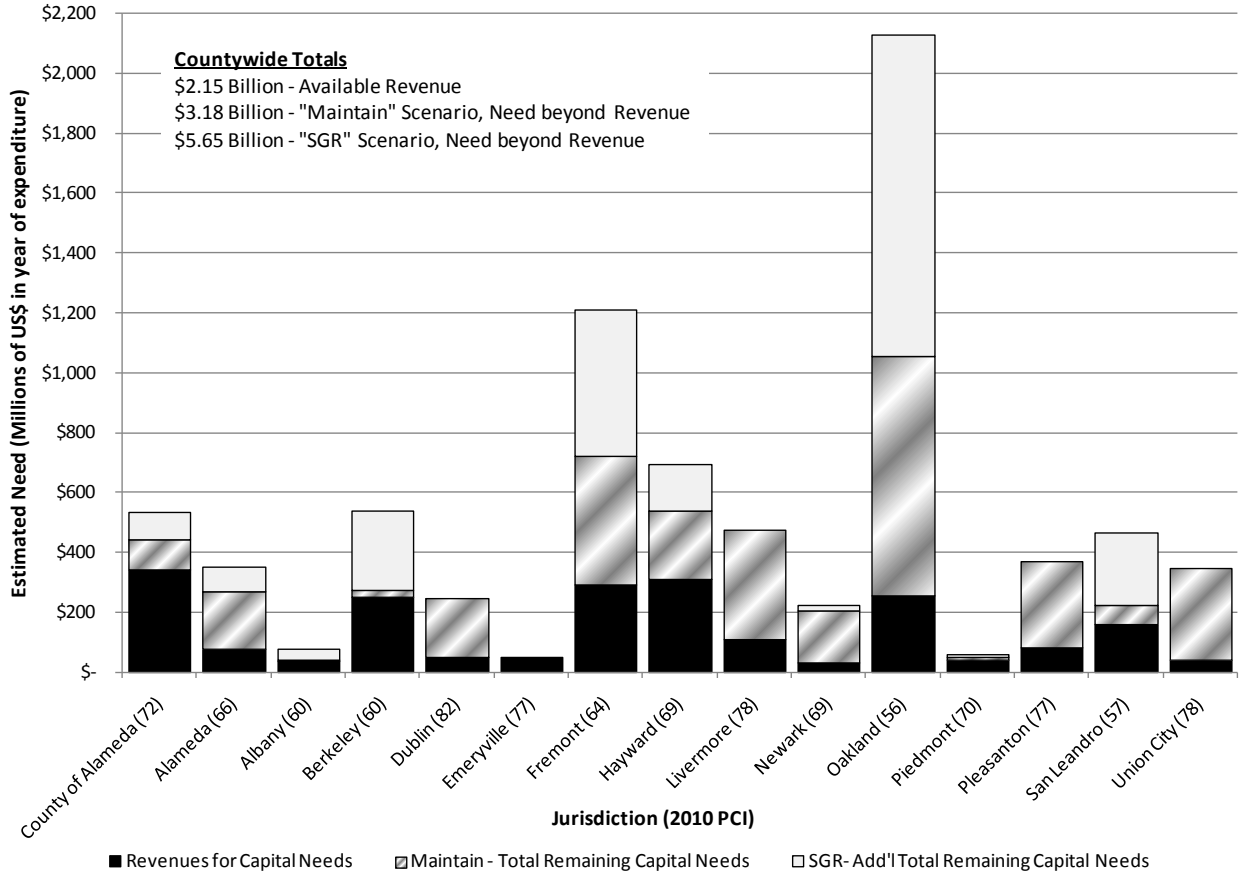
| Scenario | Tons of Daily Emissions | |
|---|---|---|
| | $CO_2$ (GHG) | $PM_{2.5}$ |
| Baseline | 19,777 | 1.61 |
| Tier 1 | 19,722 | 1.60 |
| Tier 2/Vision | 19,443 | 1.57 |

Note: Baseline figures include the effects of emissions reductions from Pavley I and the Low Carbon Fuel Standard.

## Figure A.1 Carbon Dioxide (CO2) Emissions from Alameda County Roadways



## Figure A.2 Capital Funding Needs to Maintain and Improve Current Pavement Conditions




Source: Metropolitan Transportation Commission. The *Maintain* scenario holds each jurisdiction's Pavement Condition Index (PCI) at the current level indicated in parentheses. The *State of Good Repair* (SGR) scenario provides a PCI of 75 for all jurisdictions.

## Table A.10 Transit Vehicle Conditions

| | Percentage of Remaining Service Life | | |
|---|---|---|---|
| | **Baseline** | **Tier 1** | **Tier 2/ Vision** |
| Cars | 28% | 28% | 28% |
| Vans and 25-Foot Buses | 50% | 63% | 63% |
| Buses 25 to 30 Feet | 15% | 23% | 23% |
| Buses Greater Than 30 Feet | 0%[a] | 27% | 48% |
| **Average Percent RSL** | **23%** | **35%** | **41%** |

[a] The financial allocation methodology for remaining vehicle life allocated funding in ascending order by vehicle size. For scenarios with limited revenue, funding may not be available to replace larger vehicles in some years. For 2035, there were not enough funds to purchase the last category of vehicles - large buses - and all vehicles by that year were greater than 12 years old (suggesting that there were a number of years when large buses were not purchased). This methodology does not reflect each transit agencies' individual capital project prioritization processes or rules regarding maximum service life.

## Table A.11 Safety – Collisions by Type (Injury, Fatality, and Property Damage)

| | **Baseline** | | **Tier 1** | | **Tier 2/Vision** | |
|---|---|---|---|---|---|---|
| **Mode** | **Region** | **Alameda County** | **Region** | **Alameda County** | **Region** | **Alameda County** |
| Motor Vehicle Fatal | 674 | 151 | 677 | 151 | 674 | 150 |
| Motor Vehicle Injury | 53,478 | 11,952 | 53,698 | 12,021 | 53,455 | 11,943 |
| Motor Vehicle Property Damage Only (PDO) | 95,726 | 21,394 | 96,119 | 21,518 | 95,685 | 21,378 |
| Walk Fatal | 168 | 38 | 169 | 38 | 168 | 38 |
| Walk Injury | 4,424 | 989 | 4,443 | 995 | 4,423 | 988 |
| Bicycle Fatal | 30 | 7 | 30 | 7 | 30 | 7 |
| Bicycle Injury | 4,019 | 898 | 4,035 | 903 | 4,017 | 898 |
| **Total Annualized (Less Property Damage Only)** | **58,369** | **13,045** | **58,608** | **13,121** | **58,344** | **13,035** |
| **Average Weekday** | **160** | **36** | **161** | **36** | **160** | **36** |

## Table A.12 Daily Hours of Time Spent Walking / Biking

| | **Total Daily Time Spent Walking / Biking (hours)** | | | | | |
|---|---|---|---|---|---|---|
| | **Baseline** | | **Tier 1** | | **Tier 2/Vision** | |
| **Trip Origin Planning Area** | **Bicycle** | **Walk** | **Bicycle** | **Walk** | **Bicycle** | **Walk** |
| North | 14,772 | 109,828 | 14,518 | 112,599 | 14,019 | 114,422 |
| Central | 5,784 | 35,482 | 5,674 | 36,285 | 5,519 | 37,941 |
| South | 5,345 | 33,976 | 5,178 | 34,467 | 5,001 | 35,797 |
| East | 2,175 | 24,168 | 2,157 | 24,488 | 2,093 | 25,885 |
| **Countywide** | **28,076** | **203,455** | **27,528** | **207,839** | **26,633** | **214,045** |

## Appendix B. Land Use and Investment Assumptions

Appendix B provides supplementary information on land use assumptions used in this (November 2011) and the previous (July 2011) performance evaluation and provides the project and program funding assumptions for the Baseline (e.g. Existing plus Committed Projects), Tier 1, and Tier 2/Vision scenarios.

The following detailed tables and figures related to land use data are included:

- Table B.1 – 2035 Alameda County Socioeconomic Data
- Table B.2 – Bay Area County Socioeconomic Data
- Table B.3 – Comparison of Performance Results from the July 2011 and Current Nov 2011 Baseline 2035 Forecasts

The following tables detail the project and program assumptions included in the modeling analysis:

- Table B.4 –Committed Projects - included in all Baseline, Tier 1, and Tier 2/Vision scenarios
- Table B.5 - Projects Fully Funded by the Countywide Plan - included in the Tier 1 and Tier2/Vision Scenarios
- Table B.6 – Projects Partially Funded by the Countywide Plan – included in the Tier 2/Vision Scenario
- Table B.7 – Other Tier 2/Vision Projects – included in the Tier 2/Vision Scenario
- Table B.8 - Program Funding Levels by Scenario
- Table B.9 – Sample Eligible Projects by Programmatic Category

**Land Use Assumptions**

During the summer and early fall of 2011, the Alameda CTC and the CWTP consultant team worked with the local jurisdictions (cities and the county) to review the Sustainable Communities Strategy (SCS) land use concepts being developed by ABAG and MTC and obtain their input.

A range of Alameda County land use alternatives were developed that focused household and employment growth into the Priority Development Areas and Growth Areas and maintained consistency with data being developed by ABAG and MTC for the constrained Alternative Land Use Scenarios. As the ABAG and MTC regional land use scenarios were reviewed, additional growth opportunities were identified with a particular focus on employment growth locations that could be better served by transit, which could benefit from an aggressive set of TDM measures. Total household and jobs growth were kept within the range of the alternative SCS scenarios that had been released by ABAG and MTC in August 2011.

## Table B.1 2035 Alameda County Socioeconomic Data

| Jurisdiction | Households | Population | Employment | Employed Residents |
|---|---|---|---|---|
| Alameda | 35,055 | 86,023 | 33,980 | 43,680 |
| Alameda County | 1,375 | 4,140 | 225 | 2,074 |
| Albany | 8,549 | 21,523 | 7,598 | 10,955 |
| Ashland | 8,785 | 26,591 | 4,086 | 11,009 |
| Berkeley | 55,299 | 133,463 | 86,684 | 69,613 |
| Castro Valley | 23,382 | 62,756 | 14,784 | 31,181 |
| Cherryland | 5,187 | 15,925 | 2,551 | 6,372 |
| Dublin | 29,204 | 85,074 | 33,328 | 30,717 |
| Emeryville | 10,368 | 18,377 | 24,581 | 5,451 |
| Fremont | 96,411 | 292,373 | 113,824 | 148,630 |
| Hayward | 60,028 | 192,011 | 81,242 | 86,876 |
| Livermore | 40,059 | 111,822 | 57,024 | 53,650 |
| Newark | 19,741 | 65,063 | 23,039 | 30,635 |
| Oakland | 195,732 | 492,362 | 241,078 | 215,855 |
| Piedmont | 3,828 | 10,728 | 2,143 | 5,177 |
| Pleasanton | 32,207 | 89,750 | 64,709 | 48,035 |
| San Leandro | 38,584 | 107,130 | 52,409 | 48,509 |
| San Lorenzo | 9,676 | 30,553 | 3,834 | 13,250 |
| Union City | 23,363 | 79,724 | 27,484 | 37,022 |
| **Alameda Co. Total** | **696,834** | **1,925,387** | **874,605** | **898,691** |

## Table B.2 2035 Bay Area County Socioeconomic Data

| County | Households | Population | Employment | Employed Residents |
|---|---|---|---|---|
| Alameda* | 696,834 | 1,925,387 | 874,605 | 898,691 |
| Contra Costa | 474,276 | 1,323,937 | 440,259 | 559,896 |
| Marin | 112,596 | 275,079 | 143,721 | 98,286 |
| Napa | 54,403 | 151,575 | 74,763 | 66,398 |
| San Francisco | 419,362 | 972,647 | 699,670 | 444,899 |
| San Mateo | 318,413 | 887,527 | 418,866 | 363,905 |
| Santa Clara | 817,241 | 2,400,569 | 1,026,403 | 977,656 |
| Solano | 167,942 | 487,741 | 218,458 | 202,692 |
| Sonoma | 214,326 | 558,687 | 218,641 | 244,929 |
| **Region Total** | **3,275,597** | **8,971,076** | **4,111,982** | **3,854,828** |

*Note: Alameda County value represents the county specific adjustments. All other values reflect ABAG's Focused Growth alternative land use scenario developed for the Bay Area RTP/SCS.

**Table B.3 Comparison of Performance Results from the July 2011 and Current Nov 2011 Baseline 2035 Forecasts**

| Performance Measure | Definition | July 2011 | Nov, 2011 |
|---|---|---|---|
| Congestion | % of lane miles moderately and severely congested during AM (PM) peak period | NA | 29%(33%) |
| Alternative modes | % trips made by non-automobile modes | 17% | 18% |
| Activity center accessibility | % of low-income (<$25k annual) households within 20 min. drive or 30 min. transit ride of activity center or 0.5 mi from grade school | 70% | 67% |
| Public transit accessibility | % of low-income (<$25k annual) households within 0.25mi of bus route or 0.5mi rail transit stop | 81% | 80% |
| Public transit usage | Daily public transit ridership | 567,357 | 613,201 |
| Transit efficiency | Transit passengers carried per transit revenue hour of service offered (bus only) | 45 | 54 |
| Travel time | Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) 1-hr peak period, drive alone trips. See Table A.7a for detail | 58(53) | 48 (44) |
| | Same as above for transit trips. See Table A.7d for detail | 75 | 74 |
| Reliability | Average ratio of AM (PM) 1-hr peak period to off-peak period travel times for selected origin-destination pairs, drive alone trips | 1.9 (1.8) | 1.6 (1.5) |
| | Same as above for transit trips | 1.1 | 1.1 |
| Maintenance | Unmet maintenance needs over 28 years assuming current pavement conditions | N/A | |
| | Percentage of remaining service life for transit vehicles in 2035 | 38% | 23% |
| Safety | Annual projected injury and fatality crashes | 13,456 | 13,045 |
| Biking and Walking | Average duration of a bicycling trip | 18 | N/A |
| | Average duration of a walking trip | 23 | N/A |
| Clean Environment | Tons of daily greenhouse gas emissions | 21,630 | 19,777 |
| | Tons of daily particulate (PM 2.5) emissions | 1.8 | 1.61 |

Source: Differences in the two baseline outcomes are due to several factors, including land use assumptions (the July run used the adjusted SCS Alternative Future Scenario whereas the November run used the adjusted Focused Growth Scenario); small changes to the list of committed projects; and a 15% reduction to peak period transit frequency in the November to reflect programmatic spending changes.

## Table B.4 Committed Projects Included in the 2035 Future Baseline

| Project Name | Planning Area | Cost |
|---|---|---|
| **Countywide Local Projects** | | |
| I-880 Widening for SB HOV Lane in Oakland and San Leandro | Central | $109.40 |
| I-880 NB and SB Auxiliary Lanes | Central | $15.40 |
| I-880 Auxiliary Lanes in Hayward | Central | $9.50 |
| Rte 92/Clawiter Road Whitesell Interchange Improvement, Phase 1 (Hayward) | Central | $27.50 |
| Route 238 Corridor Improvements in Hayward | Central | $118.70 |
| Clawiter-Whitesell Interchange Improvements in Hayward | Central | $52.00 |
| I-880 Industrial Parkway Interchange in Hayward | Central | $43.00 |
| SR 92 Industrial Interchange in Hayward | Central | $6.00 |
| East 14th Street/Hesperian Boulevard/150th Street channelization improvements in San Leandro | Central | $6.60 |
| I-880 Davis Street Interchange in San Leandro | Central | $10.20 |
| I-880 Marina Boulevard Interchange in San Leandro | Central | $31.80 |
| SR 262 Widening and Interchange Improvements in Fremont | South | $58.10 |
| Union City Intermodal, Phase 1 | South | $57.00 |
| I-580 Widening for HOV and Aux Lanes in Pleasanton and Livermore | East | $291.30 |
| I-580 EB Express (HOT) Lane in Pleasanton and Livermore | East | $19.00 |
| I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First) | East | $40.00 |
| Alamo Canal Trail under I-580 in Dublin | East | $2.70 |
| Construct a 4-lane Major Arterial in Livermore connecting Dublin Blvd. and North Canyons Parkway | East | $12.00 |
| Las Positas Road Connection, Phase 2, in Livermore | East | $3.50 |
| I-680 Bernal Interchange Improvements in Pleasanton | East | $4.00 |
| Stoneridge Drive Extension in Pleasanton | East | $16.20 |
| I-880 Integrated Corridor Mobility (580/80/880 to SR-237) | Regional | $45.70 |
| I-80 Integrated Corridor Mobility | Regional | $69.10 |
| ***Subtotal*** | | ***$1,048.70*** |
| **Regional and Multijurisdictional Projects** | | |
| BART-Oakland International Airport Connector | North | $484.10 |
| BART Warm Springs extension | South | $890.00 |
| I-580 Corridor ROW Preservation | East | $120.70 |
| I-580 Eastbound Truck Climbing Lane | East | $64.20 |
| ***Subtotal*** | | ***$1,559.00*** |
| **TOTAL** | | ***$2,607.70*** |

## Table B.5 - Fully Funded Projects (included in Tier 1 and Tier 2 / Vision scenarios)

| RTPID | Project Name | Project Sponsor | Planning Area | Other Planning Process | Composite Value (July 2011 analysis) | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| **Alameda County Projects** | | | | | | | | | | |
| 240324 | Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (bike/pedestrian elements) | Alameda County/City of Alameda | North | | | B/P | $41 | | | $41 |
| 240207 | Bay Trail Extension - Berkeley Marina | City of Berkeley | North | | | B/P | $31 | | | $31 |
| 240003 | I-80 Bike Ped Bridge (65th Street) | City of Emeryville | North | | | B/P | $22 | | | $22 |
| | Tennyson Road Pedestrian/bike bridge (from Nuestro Parquecito to South Hayward BART station – Included in Bicycle Master Plan) | City of Hayward | Central | | | B/P | $2 | | | $2 |
| 240227 | Bike/ped bridge over Lake Merritt Channel | City of Oakland | North | | | B/P | $77 | | | $32 |
| 240347 | Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project) | Multiple / City of Oakland | North | | | B/P | $114 | | | $114 |
| 240347 | Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project) | Multiple / City of San Leandro | Central | | | B/P | $115 | | | $115 |
| 22769 | I-880 at 23rd/29th Avenue interchange safety and access improvements | ACTC | North | Measure B | L | H | $102 | $99 | $4 | $4 |
| 240047 | I-880 West A Street Interchange | ACTC | Central | LATIP | M | H | $43 | $0 | $43 | $43 |
| 22776 | SR 84 Expressway Widening (Pigeon Pass to Jack London) | ACTC | East | | L | H | $137 | $127 | $10 | $10 |
| 21144 | I-80 Gilman Street Interchange Improvements | ACTC /City of Berkeley | North | | L | H | $25 | $1 | $24 | $24 |
| 21126 | SR 84 WB HOV on ramp from Newark Blvd | Caltrans | South | LATIP | M | H | $13 | $0 | $13 | $13 |
| 22002 | I-880 NB HOV lane extension from HOV terminus at Bay Bridge approach to Maritime | Caltrans | North | | H | H | $19 | $0 | $19 | $19 |
| 98207 | I-880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London SquareTransit Access | City of Alameda/City of Oakland | North | Measure B | H | H | $81 | $8 | $75 | $75 |
| 22779 | Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR | City of Fremont | South | Measure B (Partial), LATIP | M | H | $78 | $0 | $78 | $78 |
| 240037 | I-880 Winton Avenue interchange improvements | City of Hayward | Central | LATIP | L | H | $25 | $0 | $25 | $25 |
| 240562 | Rte 92/Clawiter Road Whitesell interchange improvement, Ph 2 | City of Hayward | Central | Measure B, LATIP | L | H | $52 | $52 | $0 | $0 |
| 230132 | I-580/Isabel Avenue Intechange, Phase 2 | City of Livermore | East | Measure B | | H | $30 | $25 | $5 | $5 |
| 21477 | I-580 Greenville interchange | City of Livermore | East | | H | H | $46 | $37 | $9 | $9 |
| 21100 | I-580 Vasco interchange | City of Livermore | East | | M | H | $60 | $52 | $8 | $8 |
| 21475 | I-580 First St. interchange | City of Livermore | East | | M | H | $40 | $35 | $5 | $5 |
| 230170 | I-880: 42nd/High Street Access Improvements | City of Oakland | North | I-880 Study | L | H | $17 | $6 | $11 | $11 |

## Table B.5 - Fully Funded Projects (included in Tier 1 and Tier 2 / Vision scenarios)

| RTPID | Project Name | Project Sponsor | Planning Area | Other Planning Process | Composite Value (July 2011 analysis) | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| 230171 | Route 24 /Caldecott Tunnel Enhancements -Settlement Agreement projects | City of Oakland | North | | | H | $15 | | | $7 |
| 21489 | I-580 /Foothill/San Ramon Interchange improvements | City of Pleasanton | East | | M | H | $4 | $3 | $1 | $1 |
| 240052 | I-880 / Whipple Road Interchange Improvement | City of Union City | South | LATIP | L | H | $60 | $0 | $60 | $60 |
| 240261 | Scarlett Drive Extension from Dougherty Road to Dublin Boulevard | City of Dublin | East | Measure B | H | R | $13 | $0 | $13 | $13 |
| 94506 | East-West Connector Project in North Fremont and Union City | ACTC | South | Measure B (1986), LATIP | H | R | $190 | $107 | $83 | $83 |
| 230110 | Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard SR 262 Mission Blvd Improvements | ACTC/ City of Fremont | South | Measure B, LATIP | M | R | $20 | $0 | $20 | $20 |
| 240094 | Crow Canyon Road Safety Improvements Project | Alameda County | Central | | | R | $16 | | | $15 |
| 240100 | Park Street Bridge Replacement Project | Alameda County | North | | | R | $46 | | | $46 |
| 240350 | Local Road Safety - Marin Avenue | City of Albany | North | | N/A | R | $3 | | $3 | $3 |
| | Solano Avenue pavement resurfacing and beautification | City of Albany | North | | | R | $3 | | $3 | $3 |
| | San Pablo Avenue medians, rain gardens, and streetscape improvements | City of Albany | North | | | R | $3 | | $3 | $3 |
| 240202 | SR 13/Ashby Avenue Corridor Improvements | City of Berkeley | North | | N/A | R | $8 | | $8 | $8 |
| 240038 | Dougherty Road Widening from Sierra Lane to North city Limit | City of Dublin | East | | L | R | $18 | $7 | $11 | $11 |
| 240250 | Dublin Boulevard Widening from Sierra Court to Dublin Court | City of Dublin | East | | L | R | $4 | $1 | $4 | $4 |
| 230114 | Auto Mall Parkway Cross Connector Widening between I-680 and I-880 | City of Fremont | South | Measure B | M | R | $24 | $0 | $24 | $24 |
| 240264 | Widen Fremont Boulevard from I-880 to Grimmer Boulevard | City of Fremont | South | | H | R | $5 | $0 | $5 | $5 |
| 21484 | Kato Road widening from Warren Ave. to Milmont | City of Fremont | South | | M | R | $12 | $0 | $12 | $12 |
| 240263 | Upgrade Relinquished Route 84 in Fremont | City of Fremont | South | | H | R | $43 | | $43 | $43 |
| 240055 | Tennyson Road Grade Separation | City of Hayward | Central | | | R | $14 | | | $14 |
| 240254 | Greenville Widening | City of Livermore | East | | M | R | $10 | $5 | $5 | $5 |
| 240272 | Thornton Avenue Widening | City of Newark | South | | M | R | $9 | $0 | $9 | $9 |
| 21103 | Central Avenue Railroad Overpass | City of Newark | South | | | R | $18.7 | $1.2 | $17.5 | $17.5 |

## Table B.5 - Fully Funded Projects (included in Tier 1 and Tier 2 / Vision scenarios)

| RTPID | Project Name | Project Sponsor | Planning Area | Other Planning Process | Composite Value (July 2011 analysis) | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| 240024 | Oakland Army Base Transportation Infrastructure Improvements | City of Oakland | North | | H | R | $209 | $94 | $115 | $115 |
| 240139 | I-680 Stoneridge Drive overcrossing widening | City of Pleasanton | East | | H | R | $5 | $1 | $4 | $4 |
| 240175 | Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit) | City of Pleasanton | East | | | R | $5 | | | $5 |
| 230103 | Grade Separation in the Decoto neighborhood | City of Union City | South | | M | R | $130 | $0 | $130 | $130 |
| 240053 | Whipple Road from I-880 to Mission Boulevard Widening and Enhancement | City of Union City | South | | M | R | $100 | $0 | $100 | $100 |
| 240051 | Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward) | City of Union City | South | | M | R | $10 | $0 | $10 | $10 |
| 22760 | Outer Harbor Intermodal Terminal (OHIT) | Port of Oakland | North | | H | RF | $217 | $170 | $46 | $46 |
| 22082 | 7th Street Grade Separation & Roadway Improvement Project | Port of Oakland | North | | H | RF | $221 | $110 | $110 | $110 |
| 240208 | Safety improvements at UPRR - Fremont Blvd, Maple, Dusterberry, Nursery | City of Fremont | South | | | RF | $3 | | | $3 |
| 240372 | College/ Broadway Corridor Improvements - Transit Priority Measures | AC Transit | North | | | TB | $5 | | | $5 |
| | Foothill TSP - Transit Priority Measures | AC Transit | Central | | | TB | $2 | | | $2 |
| | Grand/MacArthur Corridor Improvements - Transit Priority Measures | AC Transit | North | | | TB | $4 | | | $4 |
| 240077 | Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART | City of Alameda | North | | | TB | $9 | | | $9 |
| 240217 | Downtown Berkeley BART Plaza and Transit Area Enhancements | City of Berkeley | North | TLC | N/A | TB | $6 | $2 | $4 | $4 |
| 240226 | Berkeley Ferry Terminal Access Improvements | City of Berkeley | North | | | TF | $106 | | | $106 |
| 240014 | Construct new Ferry Operations and Maintenance Facility in Alameda. | WETA | North | | | TF | $37 | | | $37 |
| 240304 | Platform Extension at Alameda and San Joaquin Co. ACE Stations | ACE | South | | M | TR | $5 | $0 | $5 | $5 |
| 240101 | Fruitvale Avenue Lifeline Bridge Project (rail) | City of Alameda / Alameda County | North | | | TR | $94 | | | $94 |
| 240179 | Downtown Berkeley Transit Center | City of Berkeley | North | | | TR | $27 | | | $27 |
| 22062 | Irvington BART Station | City of Fremont/ BART | South | Res.3434-related | M | TR | $123 | $0 | $123 | $123 |
| 21123 | Union City Intermodal Station infrastructure improvements (Phase 2) | City of Union City | South | Measure B | M | TR | $26 | $19 | $6 | $6 |
| | North County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements (CBTPs in: Alameda, West Oakland, Central and East Oakland, and South and West Berkeley.) | | North | | | | | | | $50 |
| | Central County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements (Central Alameda County CBTP) | | Central | | | | | | | $50 |

## Table B.5 - Fully Funded Projects (included in Tier 1 and Tier 2 / Vision scenarios)

| RTPID | Project Name | Project Sponsor | Planning Area | Other Planning Process | Composite Value (July 2011 analysis) | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| **Regional Projects** | | | | | | | | | | |
| 22042 | I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes) | ACTC | South | Measure B | H | H | $81 | $8 | $75 | $75 |
| 22664 | I-580 WB Express Lane from Greenville Road to Foothill Blvd | ACTC | East | | H | H | $17 | $4 | $0 | $0 |
| 240061 | I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84 | ACTC | East | | H | H | $136 | $0 | $0 | $0 |
| 240059 | I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd | ACTC | East | | H | H | $136 | $0 | $0 | $0 |
| 230088 | I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger Phase 1 and 2: I-880 extend NB HOV lanes | ACTC | Central | LATIP | H | H | $276 | $0 | $0 | $0 |
| 22455 | AC Transit East Bay Bus Rapid Transit (BRT) | AC Transit | North | Measure B, Reso 3434 | H | TB | $211 | $173 | $0 | $0 |
| 240018 | Dumbarton Rail Corridor Phase I | ACTC/ SamTrans | South | Measure B, Reso 3434 | M | TR | $164 | $46 | $0 | $0 |
| 240216 | Dumbarton Rail Corridor Phase II | ACTC/ SamTrans | South | Measure B, Reso 3434 | M | TR | $716 | $259 | $0 | $0 |
| 230101 | Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement Union City BART Phase 2 /Passenger Rail Station | City of Union City | South | Resolution 3434 (partial) | M | TR | $180 | $34 | $147 | $73 |
| | | | | | | | $4,969 | $1,486 | $1,528 | $2,285 |

*** Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian**

## Table B.6 - Partially Funded Projects (included in Tier 2 / Vision scenario)

| | | Project Sponsor | Planning Area | Other Planning Process | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding | Vision Funding Request | Regionally Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Alameda County Projects** | | | | | | | | | | | |
| 240262 | Sullivan Road Overcrossing Ped/Bike Safety and Trail Improvements | City of Fremont | South | | B/P | $1.6 | | | | | |
| 240281 | Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART | City of Fremont | South | | B/P | $0.5 | | | | | |
| 240260 | Greenbelt Gateway on Grimmer Boulevard | City of Fremont | South | | | $9.0 | | | | | |
| 240287 | Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA | City of Fremont | South | | B/P | $5.9 | | | $2.0 | | |
| 230100 | Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center@Union City Intermodal Station | City of Union City | South | | B/P | $20.0 | | | | | |
| 240347 | Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project) | Multiple | South | | B/P | $214.0 | | | | | |
| 240291 | Rails to Trails Fremont UPRR/BART Corridor Trail | City of Fremont | South | | B/P | $44.0 | | | $44.0 | | |
| 22765 | I-580/I-680 HOV Direct Connector - Project Development | ACTC | East | | H | $1,167.0 | $0.0 | $17.0 | $17.0 | $1,150.0 | $0.0 |
| 240106 | SR-84/Sunol Improvements | Alameda County | East | | H | $8.0 | $0.0 | $2.0 | $2.0 | $6.0 | $0.0 |
| 240657 | I-580 Spot Intersection Improvements | Alameda County | Central | | H | $60.0 | $0.0 | $6.0 | $6.0 | $54.0 | $0.0 |
| 230604 | Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge | AC Transit | North | | H | $611.0 | $0.0 | $5.0 | $5.0 | $606.0 | $0.0 |
| 230086 | I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II | City of Dublin | East | | H | $38.0 | $22.0 | $16.0 | $1.0 | $0.0 | $0.0 |
| 240318 | I-80 Ashby Interchange | City of Emeryville | North | | H | $52.0 | $0.0 | $0.0 | $5.0 | $47.0 | $0.0 |
| 240265 | Vargas Road Safety Improvement Project | City of Fremont | South | | R | $5.0 | | $5.0 | $1.0 | | |
| 240273 | Newark Area 4 Railroad Overpass | City of Newark | South | | R | $9.0 | $0.0 | $9.0 | $2.9 | | |
| 240282 | Tidewater District Street Reconstruction | City of Oakland | North | | R | $5.0 | $0.0 | $1.0 | $1.0 | $4.0 | $0.0 |
| 240278 | Harrison St-Oakland Avenue Major Street Improvements | City of Oakland | North | | R | $12.0 | $1.0 | $3.0 | $3.0 | $8.0 | $0.0 |
| 240280 | Woodland - 81st Avenue Industrial Zone street reconstruction | City of Oakland | North | | R | $12.0 | $0.0 | $3.0 | $3.0 | $9.0 | $0.0 |
| 240270 | San Leandro East 14th Streetscape Improvements | City of San Leandro | Central | | R | $8.3 | | $8.3 | $1.0 | | |
| 240302 | San Leandro Local Streets and Roads Rehabilitation | City of San Leandro | Central | | R | $80.0 | | $80.0 | $20.0 | $60.0 | |
| 240306 | Lake Chabot Road Stabilization | City of San Leandro | Central | | R | $10.0 | | $10.0 | $1.0 | | |
| 22780 | AC Transit Grand-MacArthur BRT | AC Transit | North | Reso 3434 | TB | $37.0 | $0.0 | $4.0 | $4.0 | $33.0 | $0.0 |
| 22021 | AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern) | AC Transit | Central | | TB | $40.0 | $0.0 | $10.0 | $10.0 | $30.0 | $0.0 |



DRAFT - Projects and programs may be revised to be consistent with draft final Transportation Expenditure Plan anticipated for adoption by the Commission in January 2012.

## Table B.6 - Partially Funded Projects (included in Tier 2 / Vision scenario)

| | | Project Sponsor | Planning Area | Other Planning Process | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding | Vision Funding Request | Regionally Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 240196 | BART to Livermore Extension Phase 1 | BART | East | Measure B | TR | $1,250.0 | $145.0 | $1,105.0 | $400.0 | $805.0 | $0.0 |
| 98139 | Right-of Way Preservation and track improvements in Alameda County | Countywide/ACE submission | Central | | TR | $200.0 | $5.0 | $195.0 | $67.0 | $128.0 | $0.0 |
| 98139 | Right-of Way Preservation and track improvements in Alameda County | Countywide/ACE submission | North | | TR | $200.0 | $5.0 | $195.0 | $67.0 | $128.0 | $0.0 |
| 98139 | Right-of Way Preservation and track improvements in Alameda County | Countywide/ACE submission | South | | TR | $200.0 | $5.0 | $195.0 | $67.0 | $128.0 | $0.0 |
| 230116 | Railroad Crossing Improvements @Gilman | City of Berkeley | North | | TR | $108.2 | | | $11.0 | | |
| 240268 | Construct Altamont Commuter Express/Capitol Corridor Station at Auto Mall Parkway | City of Fremont | South | | TR | $15.0 | | | $1.0 | | |
| 240347 | Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project) | Multiple | East | | TR | $53.0 | | | $6.0 | | |
| 240099 | High Street Bridge Replacement Project | Alameda County | North | | | $40.3 | | | $17.8 | | |
| **Regional Projects** | | | | | | | | | | | |
| 22009 | Capitol Corridor intercity rail service service expansion (Oakland to San Jose) | Capital Corridor | South | Reso 3434 | TR | $511.0 | $16.0 | $45.0 | $0.0 | $450.0 | $45.0 |
| **TOTAL** | | | | | | **$5,026.8** | **$199.0** | **$1,914.3** | **$765.7** | **$3,646.0** | **$45.0** |

*** Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian**

## Table B.7 - Other Vision Projects (included in Tier 2 / Vision scenario)

| RTPID | | Project Sponsor | Planning Area | Other Planning Process | Transportation Type** | Total Cost Estimate | Funds Already Identified | Discretionary Funding Request | Proposed Funding | Vision Funding Request | Regionally Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Projects** | | | | | | | | | | | |
| 230099 | I-580/I-680 Improvements Phase 1 | ACTC | East | | H | $528 | $0 | $0 | $0 | $528 | $0 |
| 240062 | SR 84 / I-680 interchange and SR 84 Widening | ACTC | East | | H | $244 | $0 | $0 | $0 | $244 | $0 |
| 98207 | I-880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London SquareTransit Access | City of Alameda/City of Oakland | North | Measure B | H | $106 | $0 | $0 | $0 | $106 | $0 |
| 240144 | I-580 Santa Rita Interchange improvements | City of Pleasanton | East | | H | $3 | $1 | $2 | $0 | $2 | $0 |
| 240141 | I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications) | City of Pleasanton | East | | H | $1 | $0 | $1 | $0 | $1 | $0 |
| 240092 | Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange) | Alameda County | Central | Measure B | R | $5 | $0 | $0 | $0 | $5 | $0 |
| 230243 | Access Improvements to West End Transit Hub on Mariner Square Drive (MSD) | City of Alameda | North | | R | $4 | $0 | $0 | $0 | $4 | $0 |
| 240116 | Powell Street Bridge Widening at Christie Avenue | City of Emeryville | North | | R | $5 | $0 | $0 | $0 | $5 | $0 |
| 21482 | Extend Fremont Boulevard to connect to I-880/Dixon Landing Road | City of Fremont | South | | R | $48 | $0 | $48 | $0 | $48 | $0 |
| 240279 | Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction | City of Oakland | North | | R | $157 | $0 | $12 | $0 | $157 | $0 |
| 240132 | El Charro Road Construction | City of Pleasanton | East | | R | $49 | $0 | $49 | $0 | $49 | $0 |
| 240249 | San Leandro Street Circulation and Capacity Improvements | City of San Leandro | Central | | R | $11 | $0 | $0 | $0 | $11 | $0 |
| 240180 | BayFair Connection (Capacity Improvements) | BART | Central | | TB | $150 | $0 | $0 | $0 | $150 | $0 |
| 22667 | BART to Livermore Extension Phase 2 | BART | East | Measure B | TR | $2,927 | $145 | $0 | $0 | $2,782 | $0 |
| 240113 | BART Hayward Maintenance Complex | BART | Central | | TR | $585 | $5 | $0 | $0 | $580 | $0 |
| 22089 | Martinez Subdivision | Port of Oakland/MTC | North | | TR | $100 | $0 | $0 | $0 | $100 | $0 |
| **TOTAL** | | | | | | **$4,923.0** | **$151.0** | **$112.0** | **$0.0** | **$4,772.0** | **$0.0** |

*** Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian**

## Table B.8 - Program Funding Levels by Scenario

| | Category | Description | Baseline Scenario (July 11) | Baseline Scenario (Nov 11) | Tier 1 Scenario (Nov 11) | Vision Scenario (Nov 11) |
|---|---|---|---|---|---|---|
| 1 | Bicycle & Pedestrian | Infrastructure, support facilities (including operations), and maintenance | $660 | $80 | $475 | $1,845 |
| 2 | Transit Enhancements - Expansion & Safety | Capital rehabilitation, capacity expansion, safety, stations, communications, environmental | $1,500 | $26 | $1,100 | $4,613 |
| 3 | Transit & Paratransit - Operations & Maintenance | Operations restoration, service expansion, maintenance, transit priority measures (TPM), fare incentives | $1,320 | $433 | $1,000 | $4,613 |
| 4 | Community Based Transportation Plan (CBTP) Implementation | Improvements for transit, bike/pedestrian, safety, support services- focus on communities of concern | $60 | | $82 | $277 |
| 5 | Local Road Improvements | Major Arterial Performance Initiative Program, safety, grade separations, signals, complete streets, signage, coordination with freeways | $660 | $230 | $475 | $1,845 |
| 6 | Local Streets & Roads - Operations & Maintenance | Pavement and other maintenance, signal operations, ITS | $300 | $220 | $220 | $923 |
| 7 | Highway/Freeway - Safety & Non-Capacity Improvements | Interchange improvements, freeway operations and maintenance, ramp metering, soundwalls | $660 | | $50 | $2,214 |
| 8 | Bridge Improvements | Operations, replacement, repair, maintenance and expansion | $120 | | $100 | $185 |
| 9 | Transportation & Land Use (TOD/PDA Program) | Development Areas (PDA) through multimodal improvements and CEQA mitigation | $180 | $17 | $200 | $738 |
| 10 | Planning/Studies | Planning studies and implementation | $60 | | $50 | $92 |
| 11 | TDM, Outreach, Parking Mgmt. | Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing | $60 | | $70 | $369 |
| 12 | Goods Movement | Improvements for goods movement by truck and coordinated with rail (and air) such as truck parking and truck/port/freight operations | $420 | | $200 | $369 |
| 13 | PDA Support (Non-Transportation) | Non-transportation infrastructure to support PDAs such as sewer, utilities, etc. | $0 | | $25 | $55 |
| 14 | Environmental Mitigation | Environmental Mitigation for major construction projects | $0 | | $25 | $55 |
| 15 | Transportation Technology and Revenue Enhancement | Advancing technologies for transportation and revenue efficiency such as charging stations, communications, HOT/Express lanes toll collection, etc | $0 | $28 | $70 | $258 |
| **TOTAL** | | | **$6,000** | **$1,034** | **$4,142** | **$18,450** |



DRAFT - Projects and programs may be revised to be consistent with draft final Transportation Expenditure Plan anticipated for adoption by the Commission in January 2012.

## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| **1. Bicycle and Pedestrian Program - RTP ID # 240381** | | | | | | ***Bicycle and pedestrian infrastructure, support facilities (including operations), and maintenance*** |
| | **1A. Countywide Bike Plan Capital Projects network** | | | | | |
| 3 | City of San Leandro | East Bay Greenway/UPRR Rail to Trail* | Central | 240322 | $26.0 | 4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway |
| 6 | City of Dublin | Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements) | East | 240292 | $7.6 | This project proposes to enhance the Iron Horse Trail located in the City of Dublin by constructing a pedestrian/bicycle bridge overcrossing at Dublin Boulevard |
| 7 | City of Dublin | Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements) | East | 240294 | $7.9 | This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin. |
| 8 | City of Pleasanton | Iron Horse Trail Construction of Ped/ Bicycle bridge over Arroyo Mocho. | East | 240170 | $0.2 | Phase 2 of the Pleasanton Iron Horse Trail project will provide pedestrian/bicycle bridge or ramp access to southern Zone 7 access road. Access to southern access road will eliminate Iron Horse Trail Crossing of Santa Rita Road by allowing use of undercrossing on the south side of the Arroyo |
| 9 | City of Pleasanton | Iron Horse Trail construction in South Pleasanton | East | 240194 | 1.7 | This project will complete the final leg of the Iron Horse Trail in Pleasanton, from the current terminus at Busch Road to the City Limits at Shadow Cliffs on Stanley Boulevard |
| 10 | | Countywide Bicycle Plan implementation | Multi | | $249.0 | Implementation of projects and programs included in the updated Countywide Bicycle Plan (Cost estimate is a placeholder based on 2006 Plan) |
| ***Total by Subcategory*** | | | | | ***$292.4*** | |
| | **1B. Countywide Pedestrian Plan Capital Projects network** | | | | | |
| 12 | | Countywide Pedestrian Plan implementation | Multi | | $892.0 | Implementation of projects and programs included in the updated Countywide Pedestrian Plan. Cost estimate is a placeholder based on the 2006 Plan |
| 13 | City of Pleasanton | Pedestrian Gap Closure Projects over I-580 and I-680 program | East | 240189 | $2.0 | Pedestrian and bicycle gap closure projects |
| ***Total by Subcategory*** | | | | | ***$894.0*** | |
| | **1C. Local Bike & Pedestrian Plan Implementation** | | | | | |
| 14 | City of Alameda | Bike and Ped Infrastructure | North | 240191 | $15.6 | To provide funding for bicycle and pedestrian networks in the City. |
| 15 | City of Albany | Bike/ped expansion - Cleveland Avenue Improvements | North | 240352 | $1.1 | The project entails continuing the Class I bikeway from the 500 block of Pierce St. through the surplus parcel of land and connect it to the bike lanes planned for Cleveland Avenue. Included in this phase is the extension of the sound wall along the 500 block of Pierce St. |
| 16 | City of Albany | Key Route Boulevard | North | | $1.5 | Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress |
| 20 | City of Albany | Washington Avenue @ San Pablo bike improvements | North | | $0.7 | bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress |
| 21 | City of Berkeley | Berkeley Bicycle Plan implementation , including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements) | North | 240206 | $17.9 | Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements |
| 22 | City of Emeryville | Emeryville Greenway (Bicycle/Pedestrian Expansion) | North | 240201 | $1.5 | Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way). |
| 23 | City of Emeryville | Bicycle/Pedestrian Enhancements | North | 240188 | $0.1 | This project will complete implementation of the 1998 Bicycle and Pedestrian Plan, including bicycle boulevard stencils, bicycle detection loops/video detection at traffic signals, and installation of signs on most of the network. |
| 24 | City of Oakland | Bicycle and Pedestrian Safety and Enhancements: Streetscapes | North | 240225 | $20.0 | Completion of bicycle and pedestrian projects citywide. Work includes pavement resurfacing, construction of bulbouts, medians, pedestrian refuges, widened sidewalks, installation of new street furniture, streets trees and other enhancements. |
| 25 | Alameda County | San Lorenzo Creek Trail | Central | 240049 | $10.0 | The San Lorenzo Creek project extends from Mission Boulevard to the Meek Estate. The project includes a multi-use pathway and serves the County grow opportunity area on East 14th / Mission Blvd. |
| 26 | City of Hayward | Bike-Pedestrian Enhancements* | Central | 240016 | $9.5 | • C Street – Grand to Filbert – narrow, increase sidewalk, construct median<br>• C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane<br>• Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane<br>• Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area.<br>• Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson |

* Submitted by project sponsors throug the *Call for Projects and Programs*

## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 30 | City of Newark | Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation | South | 240284 | $30.0 | Pedestrian and Bicycle Master Plan Implementation |
| 31 | City of Newark | Bike/Ped Expansion: Dumbarton TOD Bay Trail Railroad Overcrossing* | South | 240288 | $3.0 | Dumbarton TOD Bay Trail Railroad Overcrossing |
| 32 | City of Newark | Cedar Boulevard Pedestrian and Bicycle Railroad Crossing | South | 240289 | $2.5 | Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing |
| 34 | City of Livermore | Bicycle/Pedestrian Expansion - *Master Plan Implementation* | East | 240255 | $150.0 | Implement projects identified in Bike and Ped Master Plan |
| 35 | City of Pleasanton | Arroyo Mocho Trail Paving along Zone 7 channel | East | 240173 | $3.4 | This project will provide a paved class one trail from Hopyard Road to the eastern Pleasanton City Limit. This will provide a 3.2 mile paved trail between Pleasanton and Livermore Trail connection for both recreational and commute trips |
| 36 | City of Pleasanton | Arroyo Mocho Bridge Construction | East | 240172 | $0.2 | This project will construct a new bridge over the Arroyo Mocho to connect the south Zone 7 access road to the Hacienda Business Park |
| 37 | City of Pleasanton | Stoneridge Mall Gap Closure | East | 240192 | $1.4 | Mixed use development is identified around the Stoneridge Mall but significant gaps in the pedestrian pathway exist. This project closes those gaps. |
| 38 | Alameda County | Sidewalk Improvements | Multi | 240107 | $18.8 | Sidewalk Projects at various locations in Alameda County unincorporated areas |
| 39 | | Implementation of Local Bicycle and Pedestrian Plan projects and programs | Multi | | | Implementation of projects and programs included in local bicycle and pedestrian plans |
| ***Total by Subcategory*** | | | | | ***$287.2*** | |
| | **1D. Bike Support Facilities - Capital & Operations** | | | | | |
| 40 | | Bike parking | Multi | | $6.0 | Includes bike parking, storage and changing facilities, showers |
| 41 | | Bikesharing | Multi | | | Implementation of bike-share programs |
| ***Total by Subcategory*** | | | | | ***$6.0*** | |
| | **1E. Infrastructure Maintenance** | | | | | |
| 42 | | Maintenance of bike and pedestrian facilities | Multi | | 50 | Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure. *$50M proposed for total subcategory.* |
| ***Total by Subcategory*** | | | | | ***$50.0*** | |
| **Overall Program Type Total** | | | | | **$1,529.6** | **Proposed Total Program Allocation: $475.0M** |



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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| **2. Transit Enhancements, Expansion and Safety Program - RTP ID # 240382** | | | | | | ***Capital/vehicle rehabilitation/replacement, capacity expansion, safety, seismic retrofit, station/stop improvements, maintenance facilities, environmental improvements*** |
| | **2A. Transit Capital/ *Vehicle* Rehabilitation** | | | | | |
| 43 | ACE | Locomotive rehabilitation (6 locomotives, mid-life) | South & East | 240307 | $10.8 | Mid-life Overhaul of six (6) locomotives |
| 44 | ACE | Rail Car Rehabilitation (28 pax rail cars, mid-life) | South & East | 240308 | $28.0 | Mid-life overhaul of twenty-eight (28) passenger rail cars |
| 45 | ACE | Capital Spares, Minor Locomotive & Rail Car Rehabilitation | South & East | 240310 | $6.2 | Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives. |
| ***Total by Subcategory*** | | | | | ***$45.0*** | |
| | **2B. Transit Capital Replacement** | | | | | |
| 46 | ACE | Fiscal System modernization | South & East | 240312 | $0.2 | Includes cash registers, updated fiscal management software (Caselle Clarity), updated computers, and associated infrastructure. *FORMERLY LISTED UNDER 2F SYSTEM CAPACITY* |
| 47 | City of Emeryville | Transit Vehicle ~~Rehabilitation/~~Replacement~~/Retrofit~~ | North | 240251 | $6.0 | Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles |
| 48 | LAVTA | Transit Vehicle Rehabilitation/Replacement/Retrofit (197veh + 194 veh) | East | 94527 | $163.2 | LAVTA will need to replace 197 fixed-route vehicles and perform mid-life rehabilitations on 194 vehicles through 2040. This program is intended to provide funding for the Authority's fleet replacement and rehabilitation requirements. Vehicle replacement includes replacing all vehicle components including all ITS, fareboxes, radios, and equipment necessary for safe and efficient fleet operations. |
| ***Total by Subcategory*** | | | | | ***$169.4*** | |
| | **2C. Vehicle/Fleet Expansion** | | | | | |
| 49 | ACE | ACE Vehicles | South & East | 240314 | $0.3 | Purchase of bucket truck for Maintenance Department. Purchase of tow-behind sweeper for Maintenance Department for parking lot and private roadway upkeep. Purchase of two (2) all electric vehicles with sufficient range to travel to and from San Jose with incidental stops at stations and vendors without recharging en-route or using any on-board fuel. Estimated range needed is greater than 200 miles after 10 years of normal battery usage. |
| 50 | AC Transit | Additional Fleet Vehicles To Support Improved Transit Service | Multi | 21154 | $74.6 | Purchases rolling stock for enhanced transbay, local, or express services |
| 51 | BART | BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion) | Multi | 240073 | $444.0 | Purchase 225 additional cars to accommodate future increases in ridership. |
| ***Total by Subcategory*** | | | | | ***$518.9*** | |
| | **2D. Safety and Security for Passengers and System** | | | | | |
| 52 | ACE | On-board Security Cameras | South & East | 240275 | $0.1 | On-board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car. |
| 53 | ACE | Security Cameras at the Alameda & SJ Stations | South & East | 240295 | $1.9 | IP-based video surveillance system for all San Joaquin County stations, Vasco, Pleasanton, and Alameda County Stations. |
| 54 | AC Transit | Safety and security improvements* | Multi | 230098 | $24.5 | This project encompasses a number of capital elements to ensure AC Transit vehicles and facilities are safe and secure for the passengers, including: bus video and facility surveillance system with data storage; mobile communications vehicle; emergency generator systems at operating divisions; Emergency Operations Center Upgrades; Transfer Centers/Stop surveillance program; and "Hardening" upgrades to operating divisions and temporary Transbay terminal. |
| 55 | BART | BART Security Program (Alameda County portion) | Multi | 240072 | $86.4 | Project will improve or enhance BART security to protect the patrons and the system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) weapons Detection Systems. |
| ***Total by Subcategory*** | | | | | ***$112.9*** | |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| | **2E. Station and Stops Improvements (access, expansion and amenities)** | | | | | |
| 58 | City of Emeryville | Transit Station Rehabilitation | North | 240247 | $3.9 | Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville. *PREVIOUSLY LISTED UNDER 2A* |
| 59 | City of Oakland | Downtown (12th and 19th Street) BART Stations Transit Enhancements | North | 240232 | $139.0 | Enhance pedestrian and bicycle access to downtown BART stations through streetscape projects incorporating pedestrian enhancements, construction of safe basements underneath sidewalks, paving, sidewalks, bicycle facilities, bicycle storage and bike station development, and signage. |
| 61 | LAVTA | Bus Stop Improvements* | East | 230148 | $4.1 | To improve bus stops throughout Dublin, Pleasanton, and Livermore to provide ADA access where access does not exist and improved amenities such as passenger shelters, benches, trash receptacles, system maps and schedules, solar lighting, accessibility upgrades, etc. |
| 62 | AC Transit | Bicycle/Pedestrian Enhancements on East Bay BRT corridor (non-transit elements) | North & Central | 240371 | $24.0 | Provides bike/ped improvements, street-scape elements to support BRT on Telegraph Avenue/International Blvd./E.14th street. Includes non-transit ped bulbs, lighting, curb cuts and other related improvements. Does not include transit elements, but supports project: # 22455 |
| 63 | AC Transit | Livable Communities/Complete Streets/ADA | Multi | 240373 | $13.2 | Complete Streets improvements, including Livable Communities Ped Improvements, ADA curb cuts, ped countdowns, improved sidewalks, signage and bike improvements along transit corridors. Includes: $13.2 for Alameda County and $1.8 for Contra Costa County |
| 64 | ACE | Information Display Kiosks at ACE stations & on-board rail cars | South & East | 240240 | $0.5 | Information displays and accompanying infrastructure to provide real time arrival and departure information for ACE and connecting transit/shuttle services. General information, announcements, and advertisements could also be accommodated. |
| 65 | ACE | ACE Station Improvements | South & East | 240241 | $0.3 | Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA-accessibility. |
| 66 | BART | BART Station Capacity (Alameda County portion) | Multi | 240075 | $294.7 | Makes station capacity improvements at 43 BART stations throughout the District. Types of improvements include faregate, stair, and elevator additions; and platform modifications, including platform widening, escalator additions, train-screens, and doors. |
| 305 | BART | BART Station Modernization | Multi | | $ 660.00 | The Station Modernization Program includes improvements at all BART stations addressing station site, building envelope, vertical transportation, circulation & wayfinding, HVAC, and other station equipment replacements/upgrades, and lighting & ambient environment. |
| ***Total by Subcategory*** | | | | | ***$1,139.7*** | |
| | **2F. System capacity/*communications improvements*** | | | | | |
| 68 | ACE | Altamont Rail Corridor (Upgrades) Rehabilitation- Track, positive train control, and signaling upgrade | South & East | 240305 | $12.5 | Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors. |
| 69 | ACE | Interoperable Communications Equipment | South & East | 240297 | 0.2 | This project will provide a scalable, cost-effective IP-based solution for quickly establishing communications between disparate systems in support of emergency response and day-to-day operations. Additional funding is being sought for Fremont and Great America. |
| 70 | AC Transit | Transit Management/*Communication* Systems* | Multi | 240205 | $54.7 | Computer Aided Dispatch Upgrades, including Automatic Vehicle Locator and Real Time Passenger Information. Bus enhancements including automatic passenger counters, internal text messaging and associated system upgrades required for enhancements to function. |
| 306 | BART | BART Metro Program | Multi | 240182 | 625 | Advance BART Metro program (service, capacity and coverage) to align future investments in support of the region's emerging Sustainable Communities Strategy (SCS). Types of projects eventually could include trackway enhancements on the core system (pocket tracks, cross-overs, other investments to relieve mainline bottlenecks), route service changes, capacity improvements to stations and supporting facilities, infill stations, integrated transit services, and expansion of high capacity transit lines |
| 71 | BART | BART System Capacity (Alameda County portion) | Multi | 240089 | $78.3 | Make investments across BART system including train control modifications to operations control center and integrated control system; traction power upgrades, 3rd rail feeder cables, negative return capacity in yards, and 1/4 of traction power substations; ventilation in underground stations to handle increased passenger loads; crossovers can reduce fleet demand by 16-30 BART cars, while allowing for more operational flexibility (mitigation of delays, more frequent evening and weekend service). |
| ***Total by Subcategory*** | | | | | ***$770.7*** | |



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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| | **2G. Maintenance Facilities Expansion/ *Enhancements*** | | | | | |
| 72 | LAVTA | *New* maintenance/operations facility | East | 21151 | $47.3 | Constructs a new maintenance facility. LAVTA has outgrown its existing facility. The current facility was designed for no more than 43 vehicles, both motorbus and demand response. The current LAVTA fleet consists of 75 motor buses and 18 demand response vehicles. The proposed facility would incorporate facilities and parking for up to 160 buses, which will equip LAVTA for the growth anticipated in the Tri-Valley. |
| 73 | AC Transit | Maintenance Facility Efficiency Upgrades | Multi | 21159 | $80.0 | Expand/enhance AC Transit facilities such as environmental sustainability projects, heavy equipment, IT infrastructure, other facility improvements. |
| 74 | AC Transit | 66th Ave Upgrade to Operational Facility | Multi | | $12.0 | |
| ***Total by Subcategory*** | | | | | ***$139.3*** | |
| | **2H. *Green/* Environmental Program** | | | | | |
| 76 | AC Transit | Environmental projects | Multi | 230121 | $67.0 | The project would be to reduce AC Transit's carbon footprint, as well as address other environmental issues associated with bus transit operations such as ZEB fueling and maintenance facility.<br>The program would also implement projects to reduce the energy currently used at operating facilities by installing solar panels to reduce the lighting costs for our facilities.<br>To address environmental issues currently facing the agency, the project would also include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems, including: upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination; continued efforts in preventing contaminants from entering storm water drains at facilities. |
| 77 | AC Transit | Greening of Vehicles - environmental program | Multi | | $2.6 | |
| 78 | AC Transit | Alternative Fueling Facilities (D3,D6, CMF) | Multi | | $37.0 | |
| ***Total by Subcategory*** | | | | | ***$106.6*** | |
| **Overall Program Type Total** | | | | | **$3,002.5** | **Proposed Total Program Allocation: $1100.0M** |
| | | | | | | |
| **3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383** | | | | | | ***Operations, service expansion, transit priority measures (TPM), fare incentives, maintenance.*** |
| | **3A. Transit and Paratransit Operations *Restoration* and Expansion** | | | | | |
| 83 | City of Berkeley | I-80 Corridor Transit Service | North | | $20.0 | Restore Service to 2009 Levels to Higher Density neighborhoods.<br>Lifeline Service for low-income communities • I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan<br>• West Berkeley Circulation Master Plan<br>• AC Transit Service Plan |
| 85 | ACE | UPRR Capital Access Fee | South & East | 240274 | $1.9 | As part of the second amendment to the SJRRC/UPRR Trackage Rights Agreement approved December 2003, an annual Capital Access Fee is required in January of each year to operate ACE trains on the 86 mile corridor. |
| 86 | AC Transit | Transit Priority Measures (TPM) | North, Central & East | 230111 | $ 264.0 | Transit Priority Measures (TPM), corridor or street improvements, and rider amenities within Alameda County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership, such as: signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate), as well as a HOV facilities on bridges and appropriate access roadways. Also includes single intersection-level improvements not included in a larger corridor projects. |
| 87 | AC Transit | Speed Protection in Urban Core | Multi | | $48.0 | |
| 307 | AC Transit | Expanded Owl Service | Multi | 240695 | $160.5 | Additional service hours in order to meet projected Owl Service (late night) demand. To ensure adequate transit services for transit-dependent, and other riders, have late night/early morning service for hours that BART is not operating. Systemwide Total Cost for this program is $182.4 million, and Alameda County share is 88%. |
| 308 | AC Transit | Expanded Weekend Bus Service | Multi | 240696 | $1,509.7 | Increase weekend operations to meet projected demand.Systemwide Total Cost for this program is $1,715.6 million, and Alameda County share is 88%. |
| 309 | AC Transit | Express Bus Service on Expanded HOT Lane Network | Multi | 240697 | $1,803.2 | Expanded Bus Transit Service along the Bay Area's expanded HOT Lane network. Provided expanded and more frequent services on the HOT lane network.Systemwide Total Cost for this program is $2,049.1 million, and Alameda County share is 88%. |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 310 | AC Transit | Frequent Tranist Network | Multi | 240698 | $1,056.0 | Expands frequent transit service within the AC Transit Service area to support increased housing and commercial density. Provides 15 minute frequency on transit routes serving the most dense parts of the region to provide an alternative to Single Auto Use. Systemwide Total Cost for this program is $ 1,200 million, and Alameda County share is 88%. |
| 311 | AC Transit | Neighborhood Circulator | Multi | 240700 | $162.8 | Provides increased frequency and service span on neighborhood circulator service. Systemwide Total Cost for this program is $185 million, and Alameda County share is 88%. |
| 312 | AC Transit | Supplemental School Service Increases | Multi | 240701 | $290.4 | Provides increased frequency and coverage of AC Transit supplemental school service. Systemwide Total Cost for this program is $330 million, and Alameda County share is 88%. |
| 88 | AC Transit | Transit Service Restoration and Enhancement* | Multi | 240699 | $1,777.6 | This project would restore AC Transit operations to 2009 service levels, including frequency improvements, span of service enhancements and day of the week increases. Systemwide Total Cost for this program is $2,020 million, and Alameda County share is 88%. |
| 89 | BART/AC Transit | Paratransit Operations (mandated and non-mandated) | Multi | | $ 1,120.0 | Maintain and expand paratransit service operations |
| 313 | WETA | Provide ferry service between Berkeley/Albany and San Francisco | Multi | 22511 | $ 323.0 | |
| ***Total by Subcategory*** | | | | | ***$8,214.1*** | |
| | **3B. Transit Fare Incentives** | | | | | |
| 90 | Alameda County Office of Education | Student Bus Pass* | Multi | | $375.0 | Provide free bus passes to all middle and high school students in Alameda County |
| ***Total by Subcategory*** | | | | | ***$375.0*** | |
| | **3C. Preventive Maintenance** | | | | | |
| 91 | ACE | Annual Preventive Maintenance costs for rail cars and locomotives. | South & East | 240311 | $9.0 | Annual Preventive Maintenance costs for rail cars and locomotives. *FORMERLY LISTED UNDER 2A TRANSIT CAPITAL REHAB* |
| 92 | LAVTA | Maintenance Facilities -- *state of good repair* | East | 230151 | $4.1 | LAVTA owns and maintains three main facilities: the administrative, operations, and maintenance facility, the Livermore Transit Center, and the Atlantis Satellite Bus Facility. As these facilities age, regular on-going maintenance, major and minor, is required to maintain the assets in a state of good repair. This program would provide on-going funding to maintain and extend the useful life of the Authority's three main facilities. *FORMERLY LISTED UNDER 2G MAINTENANCE FACILITIES* |
| ***Total by Subcategory*** | | | | | ***$13.1*** | |
| **Overall Program Type Total** | | | | | **$8,602.2** | **Proposed Total Program Allocation: $1000.0M** |
| **4. Community Based Transportation Plan (CBTP) Implementation - RTP ID # 240384** | | | | | | ***Implement lifeline programs, and projects and programs identified in "communities of concern" (low-income areas) in CBTPs. Most of these improvements overlap with other transit, bike/ped, support services, safety. Adopted CBTPs include (City of) Alameda, Central Alameda County, West Oakland, Central and East Oakland, South and West Berkeley.*** |
| 93 | City of Emeryville | Lifeline Transportation | North | 240209 | $0.1 | Continue operation of the Emeryville Lifeline Transportation Program, a door to door shuttle called "8 to Go" for the duration of the Plan's funding cycle. |
| 94 | in Central and E. Oakland | Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects | North | | $8.9 | $1.7 million to $8.9 million, depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving). |
| 95 | in Central and E. Oakland | Improve bicycle connections to BART stations Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave (signing and striping and/or lane conversion projects) | North | | $0.0 | $37,500. The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately $75,000 per mile. This project is 0.50 miles in length. |
| 96 | in Central and E. Oakland | Improve bicycle connections to BART stations Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave. (signing and striping and/or lane conversion projects) | North | | $0.1 | $93,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed bicycle lane is 0.93 miles in length. |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 97 | in Central and E. Oakland | Improve bicycle connections to BART stations Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd (signing and striping and/or lane conversion projects) | North | | $0.1 | $132,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed project is 1.32 miles in length. |
| 98 | in Central and E. Oakland | Improve bicycle connections to BART stations Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street (signing and striping and/or lane conversion projects) | North | | $0.1 | $55,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed project is 0.55 miles in length. |
| 99 | in Central and E. Oakland | Coliseum BART to Bay Trail Connector Path* | North | | $2.2 | $2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass. |
| 100 | in Central and E. Oakland | Bicycle Programs: Offer Road I Courses to residents in the project area | North | | $0.5 | The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects. |
| 101 | in Central and E. Oakland | Bicycle Programs: Provide funding for Cycles of Change program | North | | $1.3 | Increase Bicycling Options for Youth and Low-Income Residents |
| 102 | In city of Alameda | Implement Bus Stop and Shelter Improvements | North | | $0.2 | $220 per trash can (plus $36 weekly per trash can for servicing); approximately $3,000 per bus stop for lighting; $18,000 per shelter (plus $1,500 annually per shelter for maintenance) City of Alameda |
| 103 | In city of Alameda | Improve the Pedestrian Experience in Alameda Point | North | | $0.3 | $500 to $1,250 for street trees; $250 to $1,000 per tree for a program modeled after Urban Releaf; $200 to $400 per linear foot of landscaped medians, including irrigation; $1,800 per tree in a planter box; $20 per square foot of sidewalk repairs |
| 104 | In city of Alameda | Install Pedestrian Street Lights | North | | $0.5 | $8,000 to $15,000 per lamp including trenching and electrical, plus $100 per lamp every four years for bulb changing |
| 105 | In city of Alameda | Improve Pedestrian Access between West Alameda and Oakland | North | | $100.0 | $5 million for a pedestrian barge (plus $2.5 million annually for operation); $40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube |
| 106 | In city of Alameda | Increase Pedestrian Crossing Visibility and Safety | North | | $1.5 | $3 per linear foot for striping new crosswalks; $80,000 to $100,000 per lighted crosswalk; $8,000 to$15,000 per refuge island |
| 107 | In city of Alameda | Improve Pavement and Bicycle Striping near the Ferry Terminal | North | | $0.1 | $4 per square foot to repave roadways; $2.30 per linear foot to stripe bicycle lanes |
| 108 | In city of Alameda | Create More Bicycle Lanes throughout Alameda | North | | $0.1 | $10,000 per linear mile |
| 109 | In city of Alameda | Increase the Bicycle Capacity Onboard Buses | North | | $0.1 | $900 to $1,350 each for racks that mount to front of bus; $500 to $700 each for onboard racks |
| 110 | In city of Alameda | Increase Bicycling Options for Youth and Low-Income Residents | North | | $3.7 | Cycles of Changes has an annual budget of $146,000 and financial support should contribute to this amount or augment it. |
| 111 | In city of Alameda | Increase Pedestrian and Bicyclist Safety in the Tube | North | | $8.3 | $7 million, plus an annual cleaning cost of $50,000 |
| 112 | In city of Alameda | Improve Bicycling Access between Alameda and Oakland | North | | $50.3 | $300,000 for a bicycle shuttle (plus $2 million annually in operating costs) |
| 113 | In city of Alameda | Increase Education Regarding Bicycling Routes and Safety | North | | $0.2 | $500 per wayfinding signage; $10,000 for marketing material production (plus $5,000 per printing); contributions toward the Cycles of Change annual budget of $146,000 |
| 114 | in city of Berkeley | Expansion of Berkeley Paratransit Services Taxi Scrip Program | North | | | |
| 115 | in S. and W. Berkeley | Bus Stop and Shelter Improvement | North | | $0.1 | Shelters/benches at no cost; solar powered lighting $700 to $3,000 per stop/shelter, transit info. $85-$385 each |
| 116 | in S. and W. Berkeley | Improved Pedestrian Signal Timing | North | | $0.1 | City staff can implement |
| 117 | in S. and W. Berkeley | Improved Crosswalk Visibility at Uncontrolled Intersections | North | | $0.1 | |
| 118 | in S. and W. Berkeley | Shared Roadway Pavement Markings | North | | $0.0 | |
| 119 | in S. and W. Berkeley | Improved Pedestrian Lighting | North | | $1.0 | $768,000 to $1,024,000 |
| 120 | in S. and W. Berkeley | Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage) | North | | $0.1 | |
| 121 | in S. and W. Berkeley | Education of Cyclists regarding Bicycle Boulevard Network | North | | $0.5 | $10,000 to $20,000 |

* Submitted by project sponsors throug the *Call for Projects and Programs*

## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 122 | in S. and W. Berkeley | Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards) | North | | $0.5 | $400,000 to $500,000 |
| 123 | in S. and W. Berkeley | Improved Crossing for Bicycles at Bicycle Boulevards (Shared Roadway Pavement Markings on Class II.5 Bikeways and Traffic Circle Approaches) | North | | $0.4 | See "Improved Crossings at Bicycle Boulevards" |
| 124 | in W. Oakland | Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood | North | | $1.4 | |
| 125 | in W. Oakland | 7th Street Streetscape Project - Phase I | North | | $1.3 | West Oakland |
| 126 | in W. Oakland | Bike Lanes: Market Street | North | | $0.4 | West Oakland |
| 127 | in W. Oakland | Bike Racks | North | | $0.0 | $150/rack |
| 128 | in W. Oakland | Cycles of Change program | North | | $0.2 | $90,000 for two years for O&M |
| 129 | in W. Oakland | 7th Street Streetscape Project - Phase II | North | | $6.0 | $5-6 million |
| 130 | in W. Oakland | Bike Lanes: Grand Avenue and 14th Street | North | | $1.1 | Grand: $200,000-$250,000; 14th: $500,000-$800,000 |
| 131 | in W. Oakland | Traffic Calming: Peralta Street : Design only | North | | $0.1 | $100,000 (design only) |
| 132 | in W. Oakland | Bikeway: Middle Harbor Shoreline Park | North | | $2.0 | TBD: Part of multi-million roadway project that has not been designed. |
| 133 | in W. Oakland | Subsidized car sharing-W. Oakland | North | | $2.8 | $110K/Year |
| 134 | in W. Oakland | Comprehensive Transportation/Land Use Plan W. Oakland CBTP | North | | $0.2 | $150K |
| 135 | in W. Oakland | BART underground - W. Oakland | North | | $0.0 | *To address noise concerns. Tier 3 priority in CBTP. $200-350M/mile. TOTAL COST ESTIMATE $1,050M.* |
| 136 | in W. Oakland | CBTP Project Implementation Assistance W. Oakland | North | | $0.0 | $15K |
| 137 | | Medical Service Access (Taxi Return) | North | | $1.3 | $50k/year |
| 138 | | BART Transit Village Parking | North | | $0.1 | $5K (community monitoring) |
| 139 | In Ashland, Cherryland and S. Hayward | Bicycle Parking | Central | | $0.1 | Operating Costs: $0 - $50/year per unit for maintenance; Capital Costs: $200 - $450 per bike rack unit; $3000 per 8-10 unit bike lockers |
| 140 | In Ashland, Cherryland and S. Hayward | Bus Shelters | Central | | $0.2 | $215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location |
| 141 | In Ashland, Cherryland and S. Hayward | Sidewalks in Cherryland | Central | | $36.0 | $36,000,000. Operating Costs: Some maintenance costs; Capital Costs: $500,000 per block |
| 142 | In Ashland, Cherryland and S. Hayward | Lighting | Central | | $0.1 | $120,000. Operating Costs: $42/year per unit (electric charge only); $95 -$120/year electricity and maintenance; Capital Costs: $12,000 for a new light pole; $2,000 - $3,000 if light can use an existing pole and wiring |
| 143 | In Ashland, Cherryland and S. Hayward | Bicycle Lanes | Central | | $0.3 | Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: $30,000 per roadway mile for striping and signage |
| 144 | In Ashland, Cherryland and S. Hayward | Bicycle Purchase Assistance | Central | | $1.0 | Operating Costs: program cost depends on available funds - $20,000/year for administration as part of an existing program; Capital Costs: $200/bicycle, lock, and helmet |
| 145 | | Bus Shelters | Central | | $0.2 | One-time cost for forty shelters |
| 146 | | Transportation Information on Cable Television | Central | | $0.0 | One-time cost to adapt existing video |
| 147 | | Information Center | Central | | $0.1 | 2 Communities ($60K each per year) plus equipment ($20K one-time) |
| 148 | | Information at Stops and on Buses | Central | | $0.0 | Info at shelters for both equipment and materials |
| 149 | | Bicycle Purchase Assistance | Central | | $0.1 | To provide 200 bicycles, the minimum to justify administrative costs is $20K. per year |
| 150 | | Bicycle Racks | Central | | $0.0 | 5 per community (for 3 communities) |
| 152 | | BART Noise Study | Multi | | | Reduce noise impacts for neighborhoods |
| 153 | | BART Rail Grinding | Multi | | | Reduce vibration impacts on neighborhoods |
| ***Total by Subcategory*** | | | | | ***$236.2*** | |
| **Overall Program Type Total** | | | | | **$236.2** | **Proposed Total Program Allocation: $83.0M** |

* Submitted by project sponsors throug the *Call for Projects and Programs*

## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| **5. Local Road Improvements Program - RTP ID # 240386** | | | | | | ***Major Arterial Performance Initiative Program, safety, grade separations, signals, complete streets, signage, coordination with freeways*** |
| 154 | | Congestion relief | Multi | | | Congestion relief on local streets and roads |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **5A. Major Arterial Performance Initiative Program** | | | | | |
| 155 | ACTC | Arterial Performance Initiative Program | Multi | 230224 | $ 200.0 | Focus on Metropolitan Transportation System (MTS), a companion to MTC'c Freeway Performance initiative. This would include improved mobility, management of the existing system and meeting environmental targets through signal interconnect, transit priority, incident management, traveler information and intersection improvements. |
| ***Total by Subcategory*** | | | | | ***$200.0*** | |
| | **5B. Safety Improvements / *Grade Separations*** | | | | | |
| 159 | City of Berkeley | Ashby/State Route 13 Disaster Resilience | North | 240266 | $54.9 | Undergrounding of utilities on Ashby/State Route 13 to ensure resiliency of emergency evacuation routes in the event of a disaster. |
| 160 | City of Emeryville | Local Road Safety - rail improvements *at 65th, 66th, 67th Streets* | North | 240199 | $4.9 | Rail safety improvements consisting of 4-quad gates and detection technology at local roadway crossings at the UPRR main line at 65th,66th and 67th Streets consistent with Quiet Zone approval. |
| 161 | City of Oakland | Local Road Safety Program: Railroad Crossings, Street Realignments | North | 240221 | $7.5 | Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings. |
| 162 | City of Oakland | Local Road Safety | North | 240222 | $10.0 | Street Realignments, signal modifications, intersection modifications, guardrail installation, shoulder construction and other measures to increase the safety of existing roadways. |
| 163 | City of Oakland | Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS) | North | 240277 | $20.3 | Improve safety along MacArthur Blvd between High Street and Seminary by altering lane widths, installing additional traffic signals, adding bike lanes, a path, and pedestrian crossings; move curb and gutter in sections of the street, relocate utility poles to provide ADA width sidewalks, provide retaining wall in one location. |
| 165 | Alameda County | Redwood Road/A Street Improvements (I-580 to Hayward city limits) | Central | 240111 | $9.0 | The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road / A Street between I-580 and Hayward city limit. The project includes, wider sidewalk, bicycle lanes, median islands, and improve crosswalks. |
| 166 | Alameda County | Redwood Road Safety Improvement Project (Castro Valley to Oakland) | Central | 240325 | $47.0 | The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road between Oakland City limits and Buti Park in Castro Valley. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases. |
| 170 | City of Fremont | Vargas Road Safety Improvement Project from I-680 to the Vargas Plateau Regional Park | South | 240265 | $5.0 | Widening of Vargas Road from Pico Road to Morrison Canyon Road and widening of Morrison Canyon Road from Vargas Road to County Line to 18' wide paved road with 1' shoulder on each side and turnouts |
| 173 | Alameda County | Patterson Pass Road Safety Improvements Project | East | 240095 | $94.0 | The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Patterson Pass Road between Cross and Midway. The shoulder widening will make the roadway complete for bicyclists and pedestrians. The project construction would be completed in six phases. |
| 174 | Alameda County | Tesla Road Safety Improvements Project | East | 240096 | $145.0 | The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Tesla Road between Greenville Road and the San Joaquin County line. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases. |
| 175 | Alameda County | Altamont Pass Safety Improvements Project | East | 240097 | $8.4 | The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Altamont Pass Road between. The shoulder widening will make the roadway complete for bicyclist and pedestrians. |
| 176 | Alameda County | Vasco Road Safety Improvements Project Phase II | East | 240098 | $27.0 | The project includes roadway realignment, shoulder widening, installation of median barriers along Vasco Road between Contra Costa County and the City of Livermore. |
| 177 | City of Pleasanton | (Local Road Safety )Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks | East | 240286 | $1.3 | Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks |
| 178 | | Safety improvements | Multi | | | Examples include rail crossings, roadway crossings, etc. |
| 179 | | Grade separations | Multi | | | Grade separations at rail lines and major roadways for safety for auto/ bike / pedestrians |
| ***Total by Subcategory*** | | | | | ***$434.3*** | |



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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| | **5C. Street-scape Improvements / *Complete Streets*** | | | | | |
| 180 | City of Alameda | Shoreline Drive streetscape: bicycle, transit, and pedestrian access improvements | North | 240080 | $19.1 | Provides an enhanced Class I bike path with a landscaped median and gateway features on and near Shoreline Drive. Improved landscaping and gateway features . Improved bus stops, bicycle parking and pedestrian scaled lighting. The project also includes constructing an enhanced bicycle/pedestrian bridge on Bay Farm Island to replace the existing "Wooden Bridge", which was built in the early 1980s. |
| 181 | City of Albany | State Highway Preservation (San Pablo Ave?) | North | 240354 | $2.9 | The proposed project entails implementing median, sidewalk and crosswalk improvements to make this roadway easier to navigate for pedestrians and to create a more enticing environment that attract pedestrian oriented businesses. |
| 182 | City of Berkeley | Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation | North | 240197 | $26.9 | Implement Berkeley Pedestrian Master Plan, adopted 6/10. The Plan includes well developed conceptual plans, which include Safe Routes to Schools, and Safe Route to Transit elements. *PREVIOUSLY LISTED UNDER 1C: LOCAL BIKE/PED PLAN* |
| 183 | City of Berkeley | *(Complete Streets)* Non-Capacity Increasing Local Road Intersection Modifications and Channelization | North | 240228 | $38.5 | Berkeley Complete Streets Road Network Improvements. Restore 1-way streets to 2-way operation per Southside Plan. Reconfigure Shattuck Avenue in Downtown Berkeley for continuous 2-way traffic on west leg of Shattuck Square per Downtown Plan. Implement West Berkeley Circulation Master Plan. Study and develop reconfiguration designs for Adeline per UC Berkeley Study. |
| 184 | City of Berkeley | Complete Streets: Roadway Network Improvements | North | | $11.0 | Southside roadway reversion to 2-way.<br>Shattuck Ave/Square 2-way west leg.<br>West Berkeley Circulation Master Plan. Adeline/Ashby corridor. Berkeley Comments: • Critical Initiative #4 - Southside Plan Implementation<br>• Critical Initiative #1080 - Downtown Plan<br>• Critical Initiative #1041 - West Berkeley Circulation Master Plan<br>• Departmental Initiative #936: Traffic Signal Priorities |
| 185 | Alameda County | Castro Valley Blvd Streetscape Improvements Project Phase II | Central | 240102 | $18.0 | To create a safe, comfortable and attractive pedestrian main street for downtown Castro Valley, a series of street improvements along Castro Valley Boulevard between San Miguel and Strobridge.<br>Calm the traffic environment by reconfiguring traffic lanes and providing on-street parking with shared bicycle access while still maintaining adequate traffic capacity on the Boulevard.<br>Create a beautiful and inviting pedestrian environment that will encourage the community to access Castro Valley Boulevard for shopping, dining and entertainment by providing widened sidewalks with ample seating areas, a canopy of street trees and planter beds, landscaped bulb-outs, street furnishings and gateway markers. |
| 186 | Alameda County | E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III* | Central | 240103 | $25.8 | E. 14th Street/Mission Blvd. (Route 185) Streetscape Improvement Project extends from 162nd Avenue to Rufus Court (Hayward City Limit). The project features include new widen sidewalks, transit stop improvements, intersection bulb-outs, landscaping, and raised medians. |
| 187 | Alameda County | Hesperian Blvd Streetscape Improvements Project | Central | 240104 | $11.8 | The project includes installing wider sidewalks, reducing travel lanes, improving transit facilities, planting street trees, constructing medians, and enhancing pedestrian lighting along Hesperian Blvd. between San Leandro city limit and Hayward city limit |
| 188 | Alameda County | East Lewelling Blvd. Streetscape Improvements Project Phase II | Central | 240110 | $21.5 | The project includes wider sidewalks, bicycle lanes, median islands, and landscaping along E. Lewelling Blvd. between Mission Blvd. and Meekland Avenue. |
| 190 | City of Dublin | Iron Horse bicycle, pedestrian and transit route | East | 21460 | $12.8 | A bicycle/pedestrian/roadway and transit lane in existing Alameda County right-of-way between the East Dublin BART station and Dougherty Road and widening of Dougherty Road from Scarlett Drive to North City Limit to accommodate transit and bicyclists. Environmental review and preliminary engineering is complete. |
| 191 | City of Pleasanton | Complete Streets Project in Hacienda Business Park | East | 240184 | $7.5 | Redesign and construction of existing 4, 5 and 6 lane arterial and collector roadways in Hacienda Business Park to a complete street design that incorporates bike lanes, friendly transit stops, improved streetscapes and wide and connected walking paths. |
| 192 | | Complete Streets - implementation | Multi | | | Implementation of Complete Streets to improve mobility for all modes: transit, bike, walking, driving |
| ***Total by Subcategory*** | | | | | ***$195.8*** | |
| | **5D. Coordination with Freeways** | | | | | |
| 194 | | Better coordination between freeway and local streets | Multi | | | Improve connections between local streets and freeways |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **5E. Traffic calming** | | | | | |
| 195 | City of Oakland | Harrison-Oakland Avenue Major Street Improvements | North | 240278 | $12.4 | Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings. |
| 196 | City of Hayward | *(Traffic Calming)* Local Road Safety | Central | 240029 | $5.0 | A lump sum to implement various traffic calming measures on local residential streets |
| ***Total by Subcategory*** | | | | | ***$17.4*** | |

* Submitted by project sponsors throug the *Call for Projects and Programs*

## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| | **5F. ITS/Signals** | | | | | |
| 197 | City of San Leandro | Traffic Signal Systems Upgrade | Central | 230198 | $2.8 | Provides citywide traffic signal system elements to provide an ITS including new controllers, system communication, facilities, detection, upgrades and relocations, emergency vehicle preemption, speed, level of service monitoring along with advance detection and implementation of Adaptive Traffic Control on critical corridors of Hesperian Bl, Washington Av, San Leandro Bl, Marina Bl, Doolittle Dr, Bancroft Av, Davis St and East 14th St. and all arterials. |
| 198 | | ITS/SMART Corridors | Multi | | | Ongoing implementation |
| ***Total by Subcategory*** | | | | | ***$2.8*** | |
| | **5G Signage** | | | | | |
| 199 | | Wayfinding Signage | Multi | | | Installation of effective wayfinding signage |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| **Overall Program Type Total** | | | | | $850.3 | **Proposed Total Program Allocation: $475.0M** |
| | | | | | | |
| **6. Local Streets and Roads Operations and Maintenance (O&M) Program - RTP ID # 240387** | | | | | | ***Pavement and other maintenance, signal operations, ITS*** |
| | **6A. Pavement Rehabilitation** | | | | | |
| 201 | City of Oakland | *(Pavement)* Non-Capacity Increasing Local Road Rehabilitation | North | 240219 | $487.0 | Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation. *FORMERLY LISTED UNDER 6B* |
| 203 | City of Newark | *(Pavement)* Local Streets and Roads O&M | South | 240285 | $62.5 | Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, restriping, base failure repair, etc. *FORMERLY LISTED UNDER 6B* |
| 204 | City of Livermore | *(Pavement)* Local Streets and Roads O&M | East | 240298 | $134.0 | Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11 Pavement Management Update Report *FORMERLY LISTED UNDER 6B* |
| 205 | Alameda County | Pavement rehabilitation | Multi | 240108 | $15.2 | Pavement Rehabilitation at various locations in Alameda County unincorporated areas |
| 206 | | Pavement rehabilitation | Multi | | | Pavement rehabilitation and resurfacing to meet local PCI targets |
| ***Total by Subcategory*** | | | | | ***$698.7*** | |
| | **6B. Maintenance / Operations** | | | | | |
| 207 | City of Alameda | Local Streets and Roads O&M | North | 240187 | 50 | This project will provide funding for maintenance and rehab of Alameda streets. The funding will also be used for maintaining ITS infrastructure in the City. |
| 208 | City of Albany | Local Streets and Roads O&M (Solano Ave btw Masonic and Berkeley city limit) | North | 240342 | $2.5 | This project entails pavement resurfacing and implementation of pedestrians improvements, such as bulb outs at intersections, curb ramps, and visible crosswalks at selected intersections along Solano Avenue from Masonic Avenue to the Berkeley City Limit. |
| 209 | City of Albany | Local Streets and Roads O&M *(Cleveland Ave)* | North | 240343 | $2.7 | Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes. |
| 210 | City of Berkeley | Local Streets and Roads O&M | North | 240224 | $71.2 | Rehabilitate and repair local streets and roads in Berkeley following Complete Streets policies, including street resurfacing, preventative maintenance, sidewalk repair and replacement, ADA curb ramp installation, bus pad installation and low-impact development Green Streets elements where feasible. FORMERLY LISTED UNDER 5E COMPLETE STREETS |
| 211 | City of Oakland | Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations | North | 230169 | $26.9 | Provides ITS elements including new controllers, signal interconnect/coordination, transit priority, speed and level of service monitoring, real time arrival information, CCTV, incident management, and emergency vehicle preemption along Hegenberger Road, 73rd Avenue, 98th Avenue, East 14th Street, International Boulevard, San Leandro Street, High St, MacArthur Boulevard, Telegraph Avenue and Broadway. |
| 212 | City of Oakland | Local Streets and roads O&M: Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance | North | 240220 | $12.5 | Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance |
| 213 | | O&M for local streets and roads | Multi | | | Support maintenance and operations of local streets and roads infrastructure |
| ***Total by Subcategory*** | | | | | ***$165.8*** | |
| | **6C. ITS/Signals** | | | | | |
| 214 | ACTC | I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project | North | 230226 | 25.2 | Arterial component of I-80 ICM project. This is the corridor management along parallel arterials and the connecting roadways across Alameda County and Contra Costa County along the Interstate 80 (I-80) corridor. |
| 215 | City of Livermore | I-580 SMART corridor (Local Streets and Roads) O&M - Livermore share | East | 240300 | $2.0 | Livermore's share of I-580 Smart Corridor operations and maintenance plus local coordinated signal systems |
| 216 | | SMART corridors coordination | Multi | | | Ongoing program operation |
| ***Total by Subcategory*** | | | | | ***$27.2*** | |
| **Overall Program Type Total** | | | | | **$891.7** | **Proposed Total Program Allocation: $220.0M** |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| **7. Highway, Freeway - Safety and Non-Capacity Improvements - RTP ID # 240388** | | | | | | ***Interchange improvements, freeway operations and maintenance, soundwalls, ramp metering*** |
| | **7A Interchange Improvements** | | | | | |
| 217 | | Interchange improvements | Multi | | | |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **7B Operations/Safety** | | | | | |
| 218 | | Congestion relief | Multi | | | Ongoing program for congestion relief on/for freeways/highways |
| 219 | | Safety improvements | Multi | | | Ongoing program for safety improvements on/for freeways/highways |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **7C Maintenance** | | | | | |
| 220 | | Maintenance of state highways | Multi | | | Maintenance of state highways and freeways |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **7D Soundwalls** | | | | | |
| 221 | City of Berkeley | I-80 Aquatic Park Soundwall | North | 240252 | $17.3 | Construct innovative soundwall on Interstate 80/580 at Aquatic Park between University Avenue Interchange and Ashby Avenue Interchange. |
| 222 | ACTC | Soundwalls - Central Alameda County Freeway Study | Central | 230094 | | To provide funds to construct soundwalls in the Central Alameda County Freeway Study area corridor at locations that are not associated with a specific LATIP project. |
| 223 | ACTC | Soundwalls | Multi | 98208 | $10.0 | Fulfills a countywide programmatic set aside to construct soundwalls |
| ***Total by Subcategory*** | | | | | ***$27.3*** | |
| | **7E Freeway Service Patrol** | | | | | |
| 224 | | Freeway Service Patrol | Multi | | | Ongoing operation of the regional Freeway Service Patrol tow-truck service |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **7F ITS** | | | | | |
| 225 | | Maintenance of state highways ITS systems | Multi | | | Maintenance of ITS on state highway system |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| **Overall Program Type Total** | | | | | **$27.3** | **Proposed Total Program Allocation: $50.0M** |
| **8. Bridge Improvements Program - RTP ID # 240389** | | | | | | ***Bridge operations, replacement, repair, maintenance and expansion*** |
| | **8A Bridge Replacement/ Retrofit/Repair** | | | | | |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **8B Bridge Expansion and Maintenance** | | | | | |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **8C Bridge Operations** | | | | | |
| 230 | Alameda County | Estuary Bridge Operations | North | 240105 | $60.0 | Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges that connect the City of Oakland and the City of Alameda. |
| ***Total by Subcategory*** | | | | | ***$60.0*** | |
| **Overall Program Type Total** | | | | | $60.0 | **Proposed Total Program Allocation: $100.0M** |
| **9. Transportation & Land Use (PDA/TOD Program) - RTP ID # 240391** | | | | | | ***Supports Priority Development Areas (PDA) and Transit Oriented Development (TOD) through transit, bike, pedestrian, CEQA mitigation and other transportation/land use improvements. (Overlaps with other program categories)*** |
| 231 | City of Berkeley | San Pablo Avenue Public Improvements | North | 240214 | $29.9 | Implement the San Pablo Avenue Public Improvements Plan in Berkeley to support focused growth along designated PDA corridor. |
| 232 | City of Berkeley | Transit-Oriented Development Access Infrastructure | North | 240321 | $40.0 | To provide necessary infrastructural investments to support focused growth in Transit-Oriented Developments in Berkeley, including Downtown Berkeley and the Ashby BART Station, and all of Berkeley's designated PDAs |
| 233 | in Berkeley | Asbhy BART TOD & Station Capacity Expansion* | North | 230135 | $20.0 | Develop Transit Oriented Development on west parking lot of Ashby BART Station, including supportive, workforce, and affordable housing, replacement BART parking, improved bike, ped, and transit access, BART Capacity improvements include new escalators. |
| 234 | City of Oakland | Coliseum/Oakland Airport BART Transit Enhancements (Coliseum BART parking structure ) | North | 240230 | $105.0 | Transit Village - Coliseum/Oakland Airport BART. Construction of structured parking to replace current surface lot at the BART station. Reconfigured and expanded connections between BART/Oakland Airport Connector/Capitol Corridor/Oakland Coliseum Arena. |
| 235 | City of Oakland | West Oakland PDA/TOD Transit Enhancements* | North | 240231 | $20.6 | West Oakland PDA Transit Enhancement. This project includes improvements to all modes, including streetscape, bike and ped access, and infrastructure enhancements to encourage development and reuse around the West Oakland BART station and environs. |
| 236 | City of Oakland | Fruitvale/Diamond PDA: Transit Enhancements* | North | 240233 | $35.4 | Fruitvale/Diamond PDA Transit Enhancements - Streetscape improvements including pedestrian-scaled lighting, Sidewalk and pedestrian crossing improvements, landscaping, bus shelters, and bicycle facilities. |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 237 | City of Oakland | Eastmont Transit Center PDA: Transit Enhancements | North | 240234 | $19.7 | Eastmont Transit Center PDA - planning and construction of bicycle, pedestrian and transit improvements at the Eastmont Transit Center and along major bus route corridors along 73rd Avenue, MacArthur Boulevard, Foothill Boulevard and Bancroft Avenue within the PDA. |
| 238 | City of Oakland | MacArthur BART Station PDA/TOD: Transit Enhancements* | North | 240235 | $13.5 | MacArthur BART Station Priority Development Area - enhanced bicycle, pedestrian, and transit connections to the BART station within the PDA boundaries. Projects include streetscape improvements on Telegraph Avenue, Martin Luther King, Jr. Way, and West MacArthur Boulevard, and bicycle connectivity improvements. |
| 239 | City of Oakland | Lake Merritt BART Specific Plan Implementation.: Transit Enhancements* | North | 240236 | $5.0 | Lake Merritt BART Specific Plan Implementation. Upon completion of the Specific Plan, numerous improvements will be required to re-connect the component areas of the study through multiple transportation improvements: Chinatown, Lake Merritt BART station area, Laney College, Oakland Museum, Jack London Square area, and the Estuary. Probable projects include bicycle lanes and paths, transit circulators, improved and redesigned streets, bridges, and streetscapes, sidewalks, and a possible parking garage. Because the Plan is not yet complete, we recommend a placeholder of $5 million in the CWTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests. |
| 240 | City of Oakland | Broadway Valdez Specific Plan Area Transit Access Improvements | North | 240323 | $5.9 | Broadway Valdez Specific Plan Area Transit Access Improvements. |
| 241 | City of Oakland | TOD: 19th Street BART* | North | | | |
| 242 | Alameda County | Castro Valley BART TOD | Central | | | |
| 243 | City of San Leandro | Downtown San Leandro TOD* | Central | 240269 | 70 | This project constructs street and pedestrian improvements in the Downtown San Leandro TOD area to encourage transit oriented development within walking distance to the downtown core, San Leandro BART and East 14th Street. |
| 244 | City of San Leandro | Bay Fair BART Transit Village (TOD) | Central | 240296 | $70.0 | This project constructs street and pedestrian improvements in the Bayfair BART PDA area to encourage transit oriented development within walking distance to the Bayfair BART Station, Bayfair Mall, Hesperian Blvd and East 14th Street. |
| 245 | City of San Leandro | San Leandro City Streetscape Improvements | Central | 240271 | $10.0 | Pedestrian, bicycle, streetscape, transit center, traffic safety, signal and parking improvements to support Transit Oriented Development along major travel corridors in San Leandro including MacArthur Blvd, Marina Blvd, Doolittle Dr., Bancroft Drive, W. Juana Ave and Davis Street. *FORMERLY LISTED UNDER 5C STREETSCAPE IMPROVEMENTS* |
| 246 | City of Fremont | Fremont Boulevard Streetscape Project *(Centerville PDA)* | South | 240257 | $7.4 | The Centerville PDA is one of the key locations in the City's vision to become "strategically urban" and Fremont Boulevard streetscape improvements is one of the highest-priority implementation measures in the entire Framework Plan. The City seeks funding for the following changes to Fremont Boulevard in order to promote an attractive pedestrian area and "complete street" in the heart of the Centerville PDA surrounding the Centerville Train Station: narrowing lane widths/eliminating travel lanes, introducing on-street parking to slow traffic; adding bulbouts, crosswalks, medians, and landscaping; adding new street furniture, street lighting, and signage; adding bike lanes and bicycle parking. *FORMERLY LISTED UNDER 5C STREETSCAPE IMPROVEMENTS* |
| 247 | City of Fremont | Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA | South | 240258 | $77.3 | Fremont's 110-acre Midtown District is planned as the heart of the Central Fremont Priority Development Area (Central PDA), a mixed-use transit-oriented district located between the Fremont BART Station and the Fremont Boulevard transit corridor. Currently, the Midtown district street network does not fully support the planned future uses: a new street (referred to as "New Middle Road") and the extension of another street (Capitol Ave. from State Street to Fremont Blvd.) are necessary to provide connectivity and to reduce block lengths to a comfortable walking distance. This project proposes to construct the two new street segments and associated streetscapes, and to upgrade the streetscape along the existing length of Capitol Ave. with enhanced landscaping, paving materials, street furniture and street lighting. This attractive public space will encourages pedestrian activity and serve as the cultural, civic, and entertainment center for Fremont over the next 20 years. |
| 60 | City of Fremont | BART Warm Springs Station West side Access Improvements | South | | $11.0 | The proposal is to construct station access structure on the west side of the new Warm Springs BART Station. The purpose is to provide access to BART from the proposed 480-acre TOD area west of the new BART station. The access to transit from this site is vital to successful development of the area for mixed uses comprising of residential/commercial/R&D. The $11 m project cost includes the full cost of a BART bridge, including 20-foot wide bridge, ramps, elevators, canopy, lighting, additional fare gates, ticket vending machines, and a station agent booth on the west side of the station. It also includes acquisition of two acres where the access structure lands |
| 248 | City of Newark | Dumbarton TOD Transportation Infrastructure Improvements | South | 240293 | $1.2 | Provide funding for infrastructure support to Priority Development Areas, including the City of Newark's Dumbarton TOD Project. |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 249 | City of Dublin | Dublin TOD : West Dublin and downtown Dublin Program* | East | 240267 | $15.1 | This program consists of street improvements and pedestrian enhancements within Downtown Dublin (a Priority Development Area) to support and encourage transit oriented development within walking distance of the West Dublin BART Station. |
| 250 | | TOD / PDA - *plans* and implementation program | Multi | | | Develop PDA, TOD and GOA plans and implement plan recommendations |
| 251 | ACTC | CEQA Mitigation Toolkit (for land use) | Multi | | | Develop a toolkit for land-use development that supports SCS |
| 252 | BART | Station Access projects (Alameda County portion) | Multi | 22675 | $344.1 | Combines parking, smart growth / TOD, transit connectivity, bicycle / pedestrian, signage and other access modes essential to meet growing demand for BART services. Prices are broad brush, but comprehensive station plans in tandem with VTA's BART capacity study will give better definition to this large project over time. |
| ***Total by Subcategory*** | | | | | ***$901.1*** | |
| **Overall Program Type Total** | | | | | $901.1 | **Proposed Total Program Allocation: $200.0M** |
| | | | | | | |
| **10. Planning/Studies - RTP ID # 240392** | | | | | | ***Planning studies and implementation*** |
| | **10A Planning Studies and Implementation** | | | | | |
| 253 | City of Berkeley | West Berkeley Circulation Master Plan Implementation | North | 240229 | $26.7 | Implement multi-modal access and circulation projects identified in West Berkeley Circulation Master Plan and West Berkeley Project Environmental Impact Report. |
| 254 | City of Berkeley | I-80 University Ave interchange - Study *and Design* | North | 240164 | $33.1 | Study and develop design of a full interchange for Interstate 80/580 at University Avenue in Berkeley to enable eastbound I-80 vehicles to exit and travel westbound. |
| 255 | City of Emeryville | Regional Planning and Outreach - develop a CBTP | North | 240242 | $0.0 | Develop a Community Based Transportation Plan to: 1) provide reliable, safe, and affordable access to regional transit infrastructure in adjacent communities (Oakland and Berkeley) to residents of Emeryville; and 2) in collaboration with Oakland and Berkeley provide reliable, safe and affordable access to Emeryville jobs and retail destinations to the residents of West Berkeley and North Oakland, by addressing barriers to cross-jurisdictional, multimodal travel. *FORMERLY LISTED UNDER 4 CBTP* |
| 256 | ACE | Altamont Corridor Acquisition & Development/Short Haul Freight (Planning and Environmental phase) | South & East | 240276 | $0.0 | Contributes local share of continuing the planning and environmental work after the HSRA funded the first 20 months of the project team effort. Given the state budget crisis, HSRA funding for this Phase II Corridor is unlikely. This funding would move the project from the Alternative Analysis to the final stages of the EIR/EIS. |
| 257 | ACE | Marketing strategies study | South & East | 240299 | $0.1 | Marketing Strategies Study identifying what keeps commuters in their cars and out of public transit. Similar to the Caltrans license plate study, the Altamont Commuter Express seeks to gain a deeper understanding of why commuters continue to drive over the Altamont Pass amongst some of the most congested highways in California instead of taking alternative modes of transit. This study would identify deep consumer insights to help ACE develop and implement effective marketing and communication strategies aimed at digging deeper into the commuters' thoughts and feelings about their car, public transit, traffic congestion, etc. This study will identify the deep mental and emotional universal orientations that structure and guide how people think, feel, and act with regard to commuting. |
| 258 | ACE | Northern California Mega Region Rail Plan | Multi | 240301 | $0.1 | This plan will examine how current and planned rail systems (ACE, BART, CalTrain, Amtrak San Joaquins, Amtrak Capitol Corridor, SMART, CAHSR) integrate with each other, other modes of transit, the transportation network, and land use patterns. |
| 259 | | Planning studies for corridors, specified areas, programs and projects | Multi | | | Ongoing program. Examples of potential studies include: corridor studies, PDA/GOA plans, freight-movement, etc |
| ***Total by Subcategory*** | | | | | ***$60.0*** | |
| **Overall Program Type Total** | | | | | $60.0 | **Proposed Total Program Allocation: $50.0M** |
| | | | | | | |
| **11. Transportation Demand Management (TDM), Outreach, and Parking Management Program - RTP ID # 240393** | | | | | | ***Range of TDM and Outreach programs including Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), Travel Choice, Travel Training. Parking Management includes parking cash out, variable pricing*** |
| | **11A Parking programs** | | | | | |
| 260 | City of Berkeley | Downtown Berkeley Transit Center Parking Facility | North | 240215 | $32.5 | Replace Center Street Garage with new public parking facility to serve the Downtown Berkeley BART Station and proposed Transit Center. The Downtown Berkeley Transit Center Parking Facility will serve visitors to Berkeley and travelers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles. |
| 261 | City of Emeryville | Parking Management | North | 240195 | $1.8 | This project includes the second phase of the Emeryville Parking Policy and Management Implementation Plan. Phase II involves installation of 31 multi-space meters timed for short term use and 63 meters timed for long-term use in the North Hollis area, except for the low/medium density neighborhood east of Doyle Street as identified in March 2010 |



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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| 262 | City of Oakland | Parking Management | North | 240239 | $10.0 | Completion of a parking management plan incorporating market based pricing and regular review of parking occupancy and pricing to best serve parking demand. Installation of modern single space and multi-space meters, directional signage, automated occupancy detectors, and other appropriate technology. |
| 263 | City of Pleasanton | Park and Ride construction on Bernal Avenue | East | 240165 | $2.4 | Construction of a 100 stall park and ride facility adjacent to the Bernal at I-680 interchange |
| 264 | | Parking programs / projects | Multi | | | Parking upgrades (infrastructure, equipment) |
| 265 | | Parking Management/Policies | Multi | | | Parking policies, demand management, pricing, unbundling, etc |
| ***Total by Subcategory*** | | | | | ***$46.7*** | |
| | **11B Transit Cards** | | | | | |
| 266 | | Transit cards | Multi | | | Examples include Clipper card, discounted fares, multi-purpose smartcards, etc |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **11C School Programs/ *Promotion*** | | | | | |
| 267 | City of Oakland | Local Road Safety - Neighborhood Traffic Safety Program and Safe Routes to Schools programs | North | 240223 | $10.0 | Neighborhood Traffic Safety Program and Safe Routes to Schools programs. Includes school safety and neighborhood traffic reviews and public education and crossing guards, as well as installation of hardscape traffic calming devices (bulbouts, pedestrian safety refuges, etc) |
| 268 | In city of Alameda | Expand the Safe Routes to Schools Program | North | | $12.5 | *Included in the Community Based Transportation Plan* |
| 269 | | Outreach to schools/ students | Multi | | | Outreach to schools and school districts for promoting alternative modes, as well as coordination in land-use/ PDA development |
| 270 | | Crossing guard program | Multi | | $30.4 | Support for crossing guard programs. *FORMERLY LISTED UNDER 1-BICYCLE AND PEDESTRIAN PROGRAM* |
| 271 | | Safe Routes to School implementation | Multi | | | Ongoing program implementation |
| ***Total by Subcategory*** | | | | | ***$52.9*** | |
| | **11D Greenhouse gas (GHG) Reduction** | | | | | |
| 272 | | GHG reduction | Multi | | | Supports local Climate Action Plans, SCS, or addresses sea-level change |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **11E Transportation Demand Management (TDM)** | | | | | |
| 273 | City of Berkeley | Parking Value-Pricing Parking/TDM Program | North | 230122 | $11.4 | Enlarge Berkeley's pilot Value-Priced Parking and Transportation Alternatives TDM Program. Elements include upgrades to parking meters, occupancy analysis, demand-responsive pricing, enhanced enforcement, 511 Park info and wayfinding signage . Coordinated with marketing, transit passes, carsharing expansion, bikesharing, bike/ped and other TDM programs. |
| 274 | City of Oakland | Transportation Demand Management (Downtown) | North | 240238 | $10.0 | Downtown TDM program, including operating support for free downtown shuttle circulator (The "Free B"), TDM coordination, funding of employee Transit Pass programs, and other TDM strategies, and planning for future downtown mobility improvements |
| 275 | ACTC | Develop Countywide TDM/parking guidelines/ technical assistance program | Multi | | | |
| 276 | | Guaranteed Ride Home Program | Multi | | | Ongoing program implementation. *Also an element of Program 4 CBTP* |
| 277 | | Travel training | Multi | | | Programs to educate people how to use transit , tailored to their needs. *FORMERLY LISTED UNDER 11J* |
| 278 | | Safe Routes to Transit | Multi | | | *(Moved from 10B)* |
| ***Total by Subcategory*** | | | | | ***$21.4*** | |
| | **11F Pricing Programs** | | | | | |
| 279 | | Pricing programs | Multi | | | Examples include congestion pricing, HOT lanes, variable parking fees |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| | **11G Shuttles, Streetcars - Alternatives to Fixed Transit** | | | | | |
| 280 | in Oakland | Senior Shuttle Expansion | North | | $0.1 | City of Oakland or Bay Area Community Services (BACS) O&M Costs $85K/year |
| 281 | in W. Oakland | Youth library shuttle-W. Oakland | North | | $1.5 | $50-60K/Year. Included in the Community Based Transportation Plan |
| 282 | ACE | ACE Connecting Shuttle Services | South & East | 240303 | $0.7 | Provides connecting shuttles to move ACE passenger to either other modes of transit or to their ultimate destination. Partnership with VTA, LAVTA, CCCTA, and private providers to shuttle ACE passengers to employment centers closing the 'last mile' of their commute. |
| 283 | | Shuttles | Multi | | | Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program |
| ***Total by Subcategory*** | | | | | ***$2.3*** | |
| | **11H Carsharing** | | | | | |
| 284 | | Carsharing | Multi | | $0.1 | |
| 285 | | Auto Loan Program - CBTP element | Multi | | $0.1 | *Included in the Community Based Transportation Plan* |
| ***Total by Subcategory*** | | | | | ***$0.2*** | |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| | **11i *Outreach,* Education and Marketing** | | | | | |
| 286 | | Promotion of biking and walking | Multi | | | Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc. *FORMERLY LISTED UNDER 1-BICYCLE/PEDESTRIAN PROGRAM* |
| 287 | | Bicycle safety | Multi | | | Examples include Street Skills /Road I bike classes, and Share the Road campaigns. *FORMERLY LISTED UNDER 1-BICYCLE/PEDESTRIAN PROGRAM* |
| 288 | | Multi-lingual outreach | Multi | | | Creating non-English (and culture-sensitive) versions of transportation marketing and education materials. *FORMERLY LISTED UNDER 10C* |
| 289 | | Outreach/Promotion/Education | Multi | | $ 30.0 | Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs. Cost estimate from 2006 Countywide Bike/Ped Plans. *FORMERLY LISTED UNDER 10B* |
| 290 | | *Real time information* | Multi | | | Examples include real-time transit information, 511, etc |
| ***Total by Subcategory*** | | | | | ***$30.0*** | |
| **Overall Program Type Total** | | | | | $153.5 | **Proposed Total Program Allocation: $75.0M** |
| | | | | | | |
| **12. Goods Movement Program - RTP ID # 240394** | | | | | | ***Freight-related improvements for truck, rail and ports (capital, operations, ROW) such as truck parking, grade separations, etc*** |
| 291 | | Goods Movement Program | Multi | | $ 10.0 | Improvements in support of freight transportation to support economic vitality |
| ***Total by Subcategory*** | | | | | ***$10.0*** | |
| | **12A Truck Parking** | | | | | |
| 292 | ACTC | Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study) | Multi | 230117 | $5.0 | Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. |
| ***Total by Subcategory*** | | | | | ***$5.0*** | |
| | **12B Port Operations Improvements** | | | | | |
| 293 | Port of Oakland | Shore power for ships at the Port of Oakland | North | 240190 | $90.0 | Install electric utility infrastructure throughout the Port's marine terminal area to provide shore-side power connections that allow vessels at-berth to turn off their diesel auxiliary engines. |
| ***Total by Subcategory*** | | | | | ***$90.0*** | |
| | **12C Truck Impacts to Local Streets - Improvements For** | | | | | |
| 294 | City of Oakland | Melrose - Coliseum District Street Reconstruction (formerly 'Oakland Coliseum Transportation Infrastructure Access Improvements'?) | North | 240290 | $13.2 | Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. |
| 295 | City of Oakland | Woodland - 81st Avenue Industrial Zone street reconstruction | North | 240280 | $11.5 | Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings. |
| ***Total by Subcategory*** | | | | | ***$24.7*** | |
| | **12D Truck Routing** | | | | | |
| 296 | City of Oakland | Goods Movement: Truck Facilities, Truck Route Rehabilitation | North | 240237 | $20.0 | Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement. |
| ***Total by Subcategory*** | | | | | ***$20.0*** | |
| | **12E Freight Operations Improvements (rail, roads, port)** | | | | | |
| 297 | | Truck Services at Oakland Army Base (ROW) | North | | $20.0 | $20 million (land costs only) |
| ***Total by Subcategory*** | | | | | ***$20.0*** | |
| **Overall Program Type Total** | | | | | $169.7 | **Proposed Total Program Allocation: $200.0M** |
| | | | | | | |
| **13. PDA Support - Non-Transportation Program - RTP ID # 240395** | | | | | | ***Non-transportation infrastructure to support Priority Development Areas such as sewer, utilities, etc.*** |
| 298 | City of Livermore | Regional Air Quality and Climate Protection Strategies | East | 240256 | 20 | Construct public infrastructure and enhancements to support TOD in the PDAs |
| 299 | | Non-transportation infrastructure in PDAs | Multi | | | Includes utilities, sewers, drainage to support development in PDAs |
| ***Total by Subcategory*** | | | | | ***$20.0*** | |
| **Overall Program Type Total** | | | | | $20.0 | **Proposed Total Program Allocation: $25.0M** |

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## Table B.9 Sample Eligible Projects* by Programmatic Category

| # | Sponsor/ Location | Program Name | Planning Area | RTP ID# (if application submitted) | Cost Estimate ($M) | Project Description |
|---|---|---|---|---|---|---|
| **14. Environmental Mitigation Program - RTP ID # 240396** | | | | | | ***Mitigation of environmental impacts to support projects moving to construction, such as land banking*** |
| 300 | | Environmental Mitigation for major projects | Multi | | | Examples include off-site mitigations, land banking |
| ***Total by Subcategory*** | | | | | ***$0.0*** | |
| **Overall Program Type Total** | | | | | $0.0 | **Proposed Total Program Allocation: $25.0M** |
| **15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397** | | | | | | ***Emerging technologies for transportation and revenue efficiency such as charging stations, communication, HOT/Express lanes toll collection, etc*** |
| 301 | ACE | ACE eTicketing | South & East | 240253 | $1.5 | Electronic fare collection system with seamless Clipper integration and associated infrastructure. |
| 302 | Stopwaste.org | Transportation Energy from Waste | Multi | | $75.0 | |
| 303 | | Alternative and sustainable fuel sources - use of | Multi | | | |
| 304 | | Alternative Fuel stations - comprehensive network of | Multi | | | |
| ***Total by Subcategory*** | | | | | ***$76.5*** | |
| **Overall Program Type Total** | | | | | $76.5 | **Proposed Total Program Allocation: $75.0M** |
| **GRAND TOTAL** | | | | | **$13,578.1** | |



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# ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



## Third Draft

January 2012

ALAMEDA
County Transportation Commission

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# TABLE OF CONTENTS

# BACKGROUND AND SUMMARY

## FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are on-going.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today; it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the TEP or the plan) responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, this expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, and thereafter pursuant to comprehensive updates, programming a total of $7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts, and expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

## STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over $100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a Safe Routes to School Partnership, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

## BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensible in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over $3 billion from outside sources for Alameda County transportation investments.

## WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, this new Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
    - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.

  - Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.
  - Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
  - Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

## HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and submit the sales tax measure to the voters.

## VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

*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.*

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- 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, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment

## TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

### Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

## WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 Summary of Investments by Mode

| Mode | Funds Allocated |
|---|---|
| **Transit & Specialized Transit (46%)** | $3,577 |
| Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program | $1,703 |
| Specialized Transit For Seniors and Persons with Disabilities | $774 |
| Bus Transit Efficiency and Priority | $35 |
| BART System Modernization and Expansion | $710 |
| Regional Rail Enhancements and High Speed Rail Connections | $355 |
| **Local Streets & Roads (30%)** | $2,348 |
| Major Commute Corridors, Local Bridge Seismic Safety | $639 |
| Freight Corridors of Countywide Significance | $161 |
| Local Streets and Roads Program | $1,548 |
| **Highway Efficiency & Freight (9%)** | $677 |
| Highway/Efficiency and Gap Closure Projects | $600 |
| Freight & Economic Development Program | $77 |
| **Bicycle and Pedestrian Infrastructure and Safety (8%)** | $651 |
| **Sustainable Land Use & Transportation (6%)** | $455 |
| Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure Investments | $300 |
| Sustainable Transportation Linkages Program | $155 |
| **Technology, Innovation, and Development (1%)** | $77 |
| **TOTAL NEW NET FUNDING (2013-42)** | **$7,786** |

# TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a $7.7 billion program designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collection through June 2042 and thereafter pursuant to comprehensive updates. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of our existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

## PUBLIC TRANSIT AND SPECIALIZED TRANSIT (46%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By nearly doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

## LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

## HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

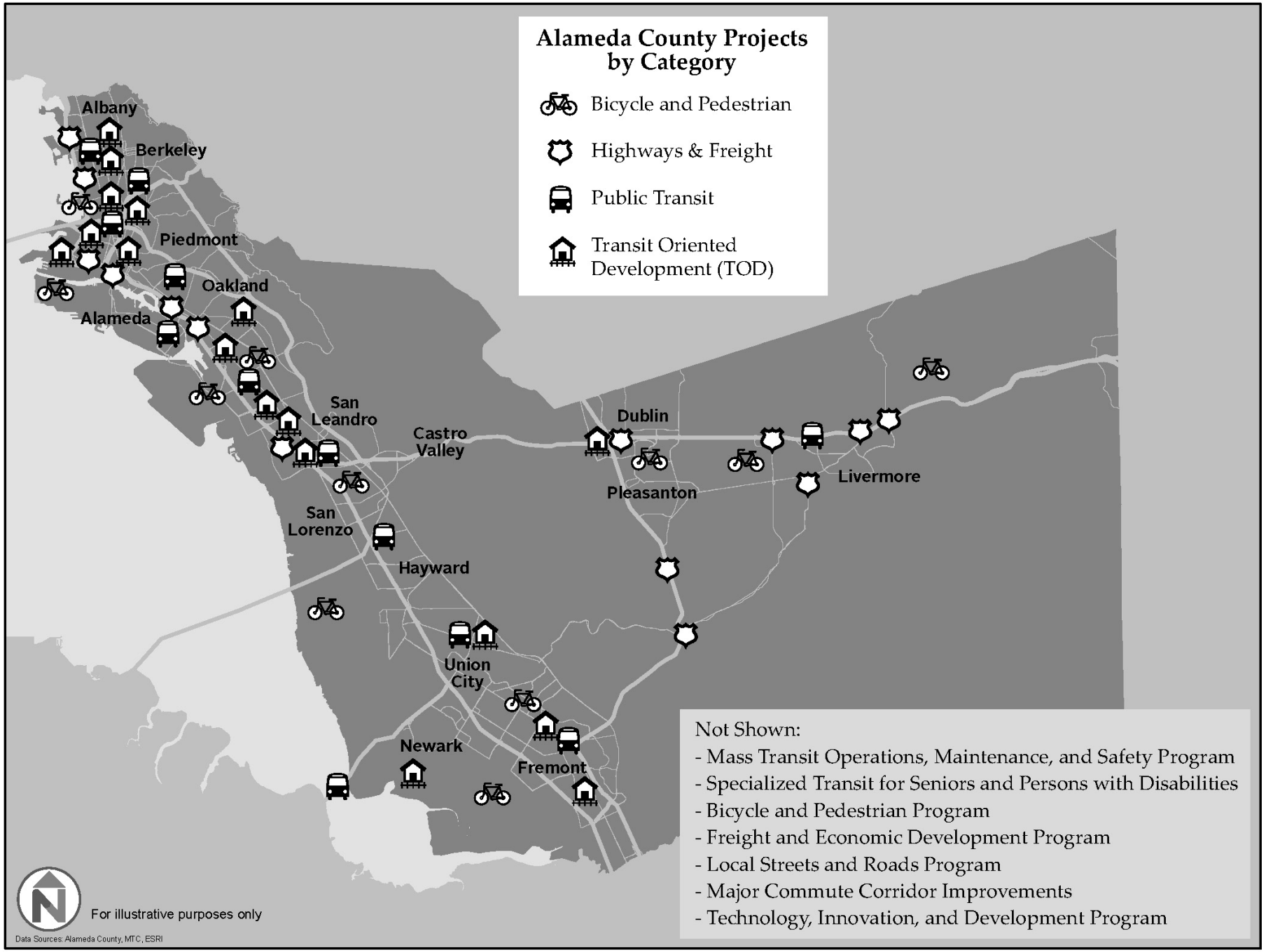
## BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

## SUSTAINABLE LAND USE AND TRANSPORTATION (6%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, two broader programs have been designed to meet the overarching goals of a sustainable transportation system linked with local land uses: Local Land Use Linkages Program which can assist in getting locations ready for development, as well as fund construction, and a Technology, Innovation and Development Program that can support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.


Alameda County Projects by Category
Bicycle and Pedestrian
Highways & Freight
Public Transit
Transit Oriented Development (TOD)
Albany
Berkeley
Piedmont
Oakland
Alameda
San Leandro
Castro Valley
San Lorenzo
Hayward
Union City
Newark
Fremont
Dublin
Pleasanton
Livermore
Not Shown:
- Mass Transit Operations, Maintenance, and Safety Program
- Specialized Transit for Seniors and Persons with Disabilities
- Bicycle and Pedestrian Program
- Freight and Economic Development Program
- Local Streets and Roads Program
- Major Commute Corridor Improvements
- Technology, Innovation, and Development Program
For illustrative purposes only
Data Sources: Alameda County, MTC, ESRI

**A total of 46% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit operators in the county (AC Transit, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools. Major capital investments include upgrades to the existing BART system and a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge.**

## TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (22% OF NET REVENUE, $1,703 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has two primary components:

- **Pass-through funds (19.55% of net proceeds estimated at $1.513 M)** which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority (LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

| Agency | % of Net Total Revenue | Total 2012-2042 (est.) $Millions |
|---|---|---|
| AC Transit | 17.3% | $1,339 |
| ACE | 1.0% | $77 |
| WETA (ferries) | 0.5% | $39 |
| LAVTA (WHEELS) | 0.5% | $39 |
| Union City Transit | 0.25% | $19 |
| **Total Transit Operations** | **19.55%** | **$1,513** |

- **Access to School Pilot Program, ($15 million)** for the purposes of funding one of or more models for a student transit pass program or other programs focused on access to schools. The 3-year pilot program would be designed to account for geographic differences within the county. Successful models determined through the pilot program will have the first call for funding within the innovative grant program, as described below.

- **Innovative grant funds administered by the Alameda CTC, including potential student transportation programs, (2.24% of net proceeds estimated at $175 million)** for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful access to school programs will have the first priority for funding within this category.

  Funds will be periodically distributed, based upon Alameda CTC Board action, for projects and programs with proven ability to accomplish the goals listed below:

  - Increase the use of public transit by youth riders (first priority for funding)
  - Enhance the quality of service for transit riders
  - Reduce costs or improve operating efficiency
  - Increase transit ridership by improving the rider experience

- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

## SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, $774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The proposed program includes three components:

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at $464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
  - AC Transit will receive 4.5% of net proceeds annually, estimated at $348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
  - BART will receive 1.5% of net proceeds annually, estimated at $116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at $232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas:
  - North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
  - Central County – including the cities of Hayward and San Leandro or unincorporated areas.
  - South County – including the cities of Fremont, Union City, and Newark.
  - East County – including the cities of Livermore, Dublin and Pleasanton and unincorporated areas.

  Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.
- **Funds administered by Alameda CTC (1% of net revenue, estimated at $77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC Board for projects and programs with proven ability to:
  - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
  - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
  - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
  - Improve the efficiency and effectiveness of ADA-mandated and local services.

## BUS TRANSIT EFFICIENCY AND PRIORITY ($35 M)

A total of $35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

### AC Transit East Bay Bus Rapid Transit (BRT) Projects ($25 M)

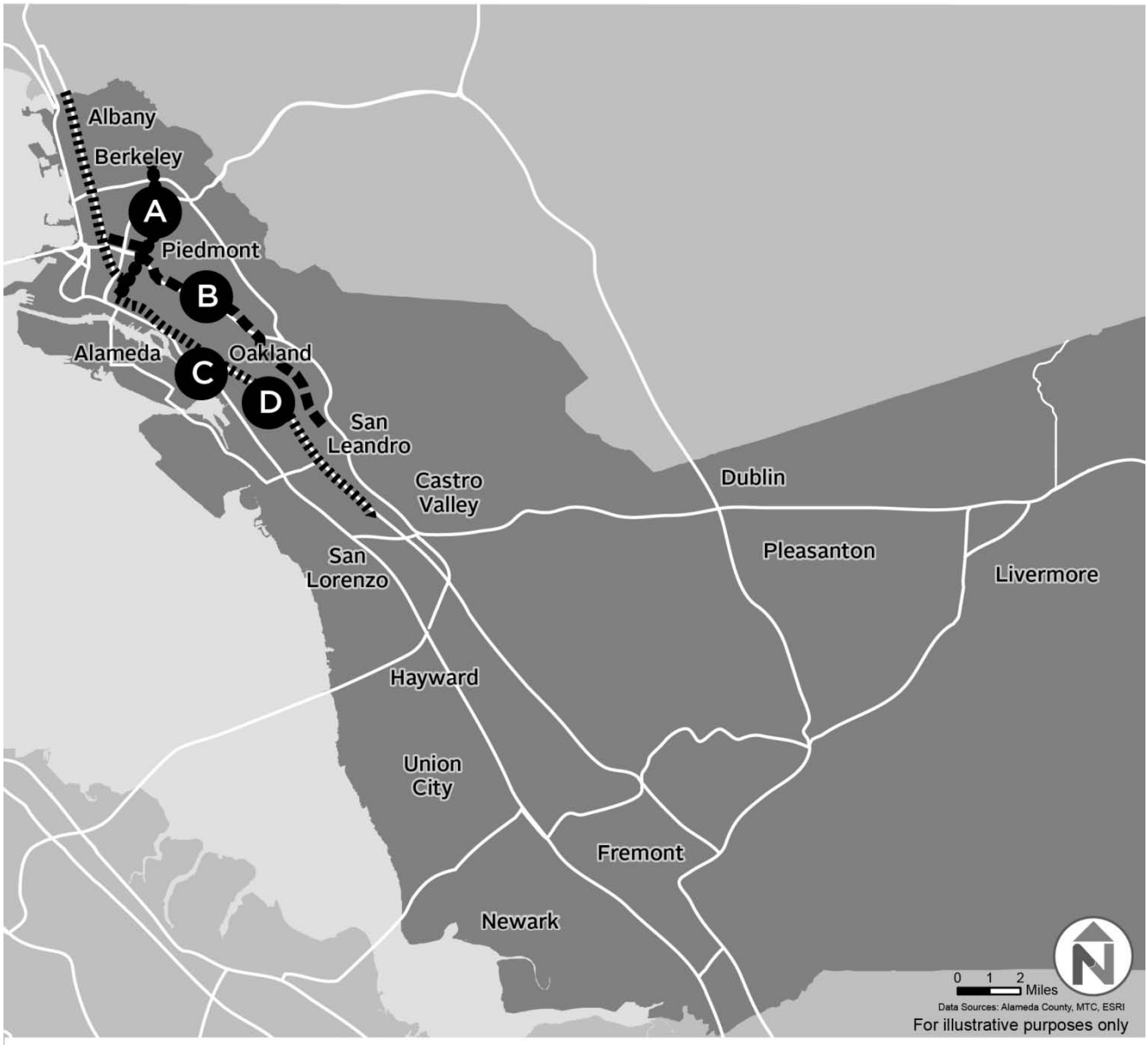
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- The Telegraph Avenue/East 14th/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential extension to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

### College/Broadway Corridor Transit Priority ($10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor.




A College/Broadway Corridor: Transit Priority

B AC Transit Grand Macarthur Bus Rapid Transit

C City of Alameda to Fruitvale BART Bus Rapid Transit

D AC Transit East Bay Bus Rapid Transit Project

Not Shown:
- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

## BART SYSTEM MODERNIZATION AND EXPANSION ($710 M)

The capital projects funded as part of the BART Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

### BART Extension to Livermore ($400 M)

This project includes a range of improvements in the I-580 corridor, investing towards the goal of extending BART service eastward from its current terminus at the Dublin-Pleasanton station. Sales tax revenue will fund project development and provide a local funding contribution towards the full implementation of a preferred transit project.

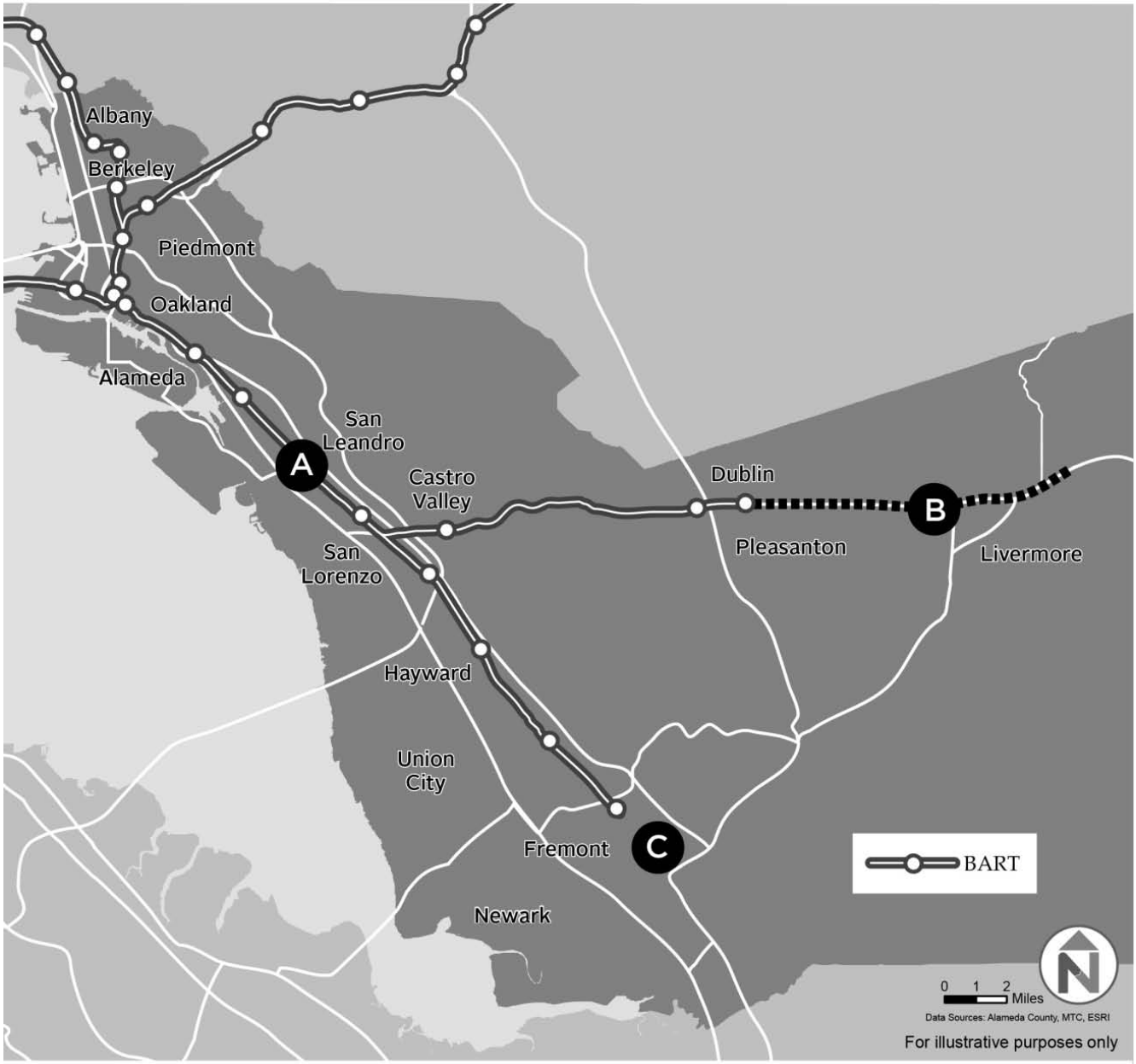
### BART Core System Capacity Enhancements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

**The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

**The BART Station Capacity Program will receive $90 M** for enhancing station capacity throughout the existing core BART system in Alameda County, including fire and life safety improvements, expanded platforms, and increased station access to serve an expanding ridership.

**The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.




- **A** Bay Fair BART Capacity Enhancement
- **B** BART Extension to Livermore
- **C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

## REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS ($355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

### Dumbarton Rail Corridor Implementation ($120 M)

The Dumbarton Rail Corridor Project will extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. When the service starts, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City.

The project involves repairing and upgrading damaged rail bridges and tracks spanning the bay between Redwood City and Newark, improving existing tracks and signal controls, constructing new passenger rail stations, upgrading existing stations, and constructing a new layover facility.

### Union City Multimodal Rail Station ($75 M)

$75 M is included to fund the development of a new multimodal rail station in Union City to serve BART, Dumbarton Rail, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre TOD site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

### Capital Corridor Service Expansion ($40 M)

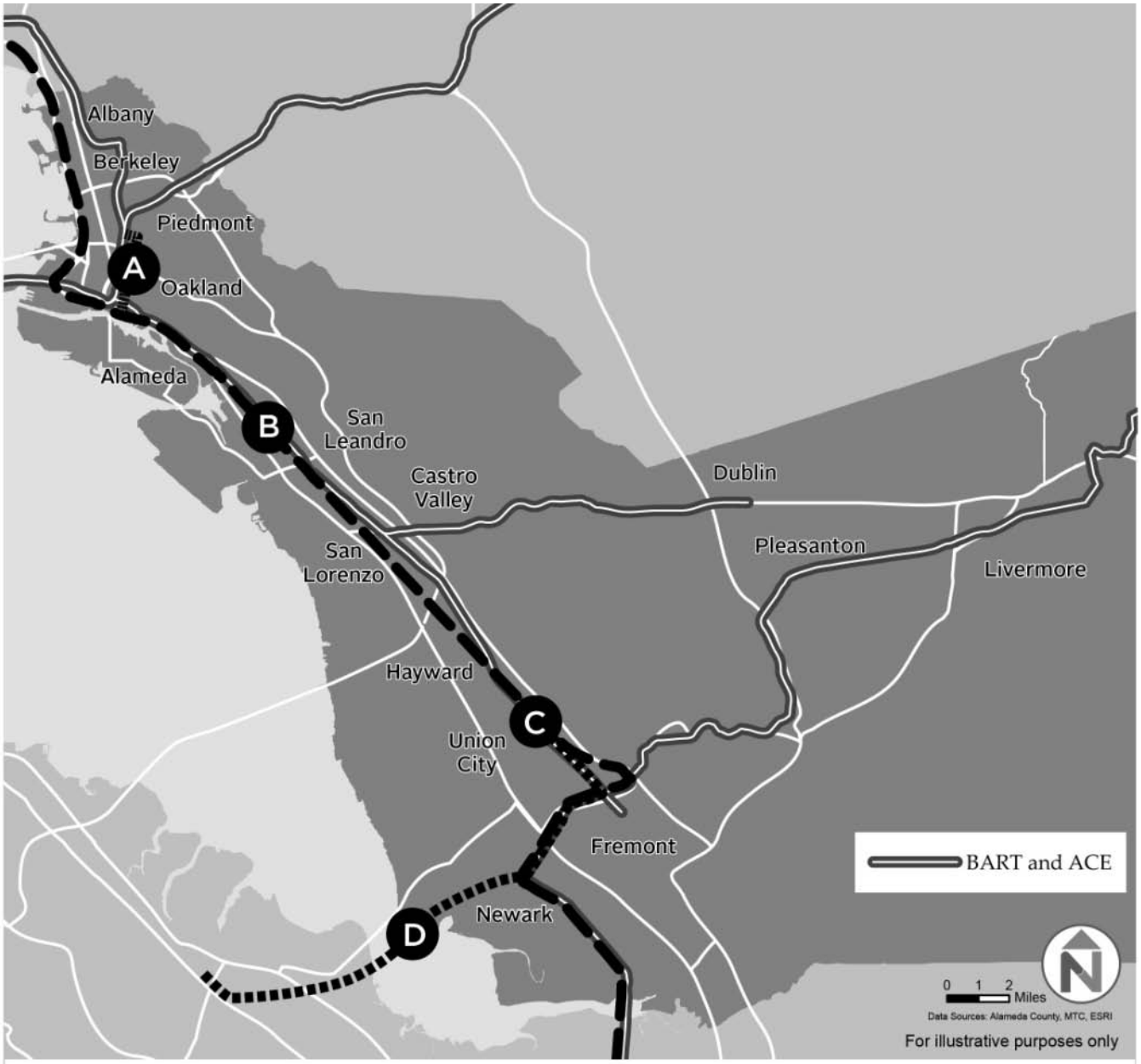
This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase service from 7 to 16 round trips per day, matching frequencies between Sacramento and Oakland

### Railroad Corridor Track Improvements and Right of Way Preservation ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

### Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway Boulevard, Oakland's major transit spine, providing a frequent and reliable connection between Jack London Square, Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.




A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Passenger Rail Station

D Dumbarton Rail Corridor Phase I

Not Shown:
- Freight Railroad Corridor Right of Way Preservation and Track Improvements

**A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.**

**The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.**

## LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, $1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a "complete streets philosophy" where all modes and users are considered in the development of the local road system. A minimum of 15% of all local streets and roads funds will be spent on projects directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions on a monthly basis to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

## MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS ($800M)

Major commute routes, illustrated on the map on the following page, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclist and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

**North County Major Roadways**: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements.

**Central County Major Roadways**: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, Tennyson Road grade separation.

**South County Major Roadways**: East-west connector in North Fremont and Union City, I-680-880 Cross Connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont; Central Ave overpass and Thornton Ave widening; Newark local streets

**East County Major Roadways**: El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Greenville Road widening, Bernal Bridge construction.

**Countywide Freight Corridors**: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every 2 years.


**Examples of Major Roadways for Improvement:**

**North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, and East 14th St.

**Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets.

**South County:** Central Ave Overpass, Mowry Ave, Thornton Ave widening, East-West Connector, I-680/880 cross connectors, Fremont Blvd, Central Ave Overpass, Newark local streets, and Route 84.

**East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.

**Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

**The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.**

**Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.**

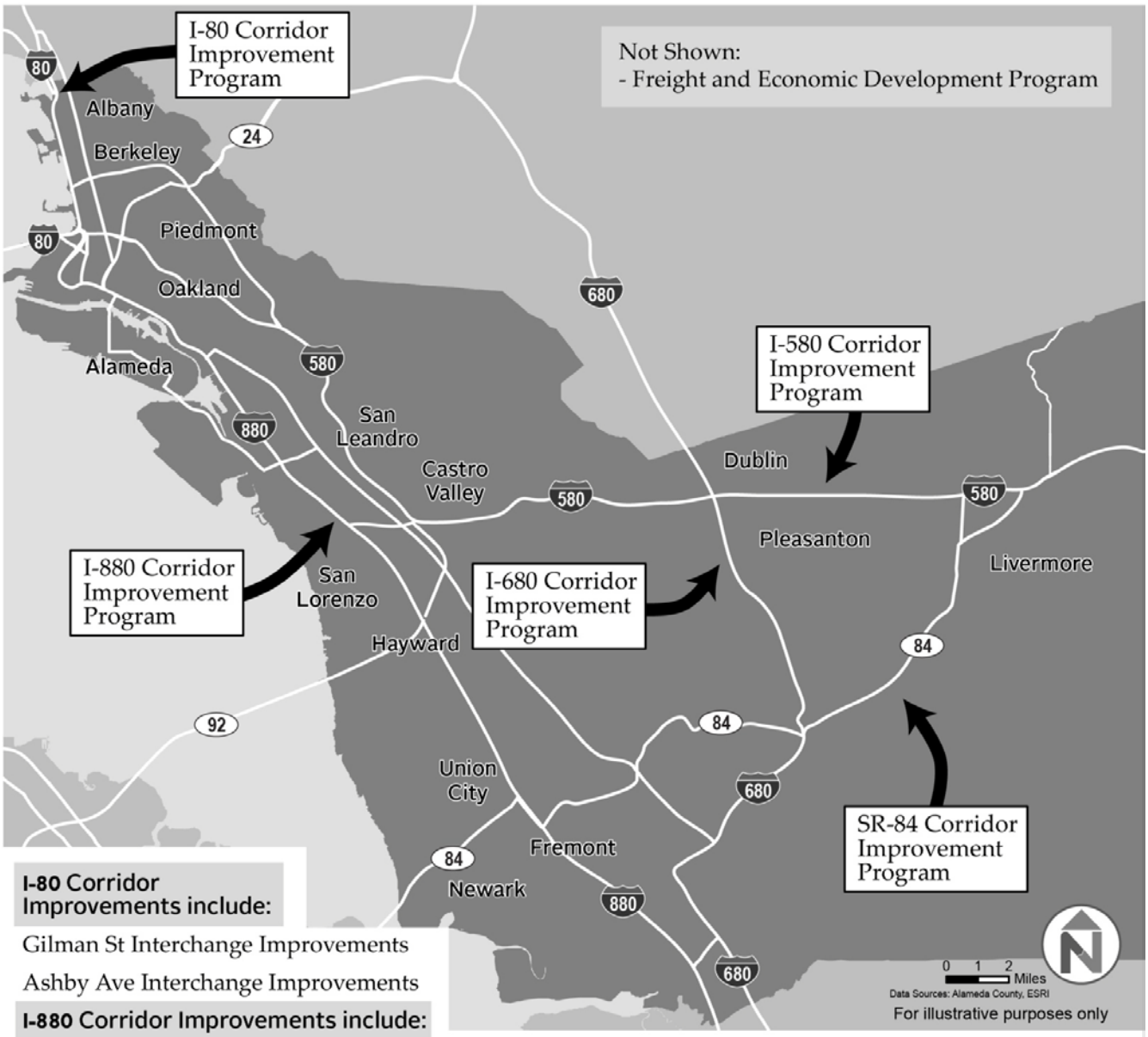
**A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately $77 M, allocated specifically to goods movement and related projects.**

## I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE ($76 M)

I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and cyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 and will reduce local traffic congestion in Berkeley and Emeryville. The project includes associated corridor improvements on Ashby Avenue.




**I-80 Corridor Improvements include:**

Gilman St Interchange Improvements

Ashby Ave Interchange Improvements

**I-880 Corridor Improvements include:**

Broadway-Jackson Interchange and Circulation Improvements

Oak Street Interchange Improvements

23rd/29th Ave Interchange Improvements

42nd St/High St Interchange Improvements

Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St to Hegenberger

Winton Ave Interchange Improvements

Industrial Pkwy Interchange Improvements

Whipple Rd Interchange Improvements

Rte 262 (Mission) Improvements and Grade Separation

**I-580 Corridor Improvements include:**

I-580/I-680 Interchange Improvements

Isabel Ave Interchange Improvements

Greenville Rd Interchange Improvements

Vasco Rd Interchange Improvements

**I-680 Corridor Improvements include:**

High Occupancy Vehicle and High Occupancy Toll Lane from SR-84 to Alcosta (both directions)

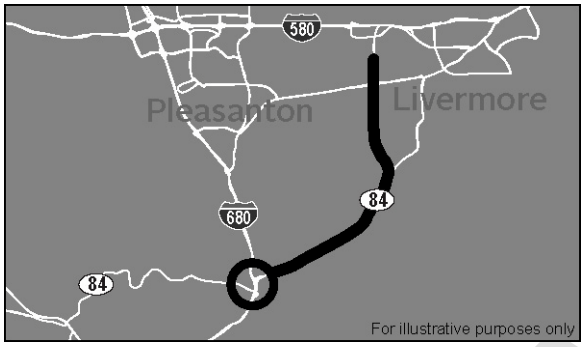
**SR-84 Corridor Improvements include:**

Expressway Widening (Pigeon Pass to Jack London)

I-680/Route 84 Interchange and SR-84 Widening

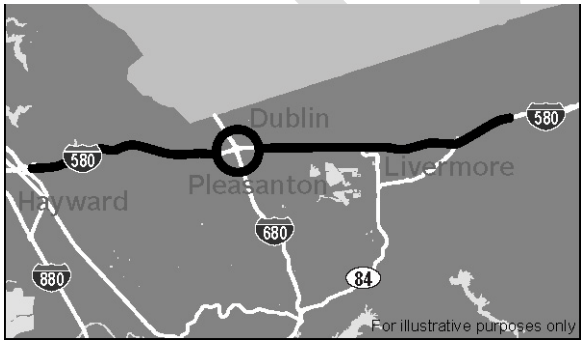
## STATE ROUTE 84 FROM I-580 TO I-680 ($132 M)

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety and connectivity.



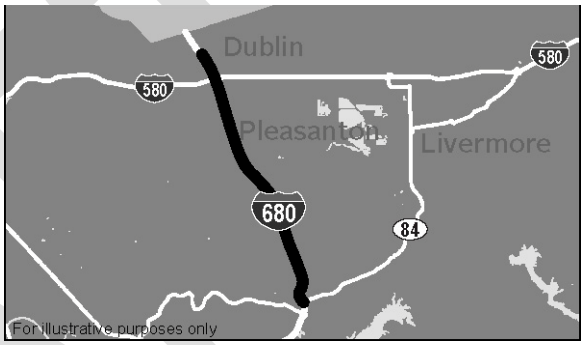

## I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE ($48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



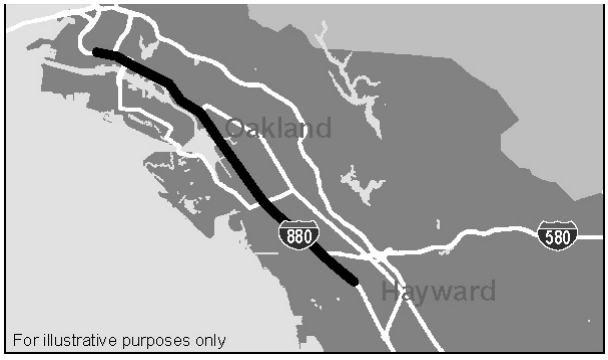

## I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE ($60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 84 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive $60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.




## I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY ($284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.




Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at

the I-880/I-980 interchange, and transit and bike and pedestrian improvements. Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

## FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, $77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

**Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key trails: the County's East Bay Greenway which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.**

**A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and the disabled. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.**

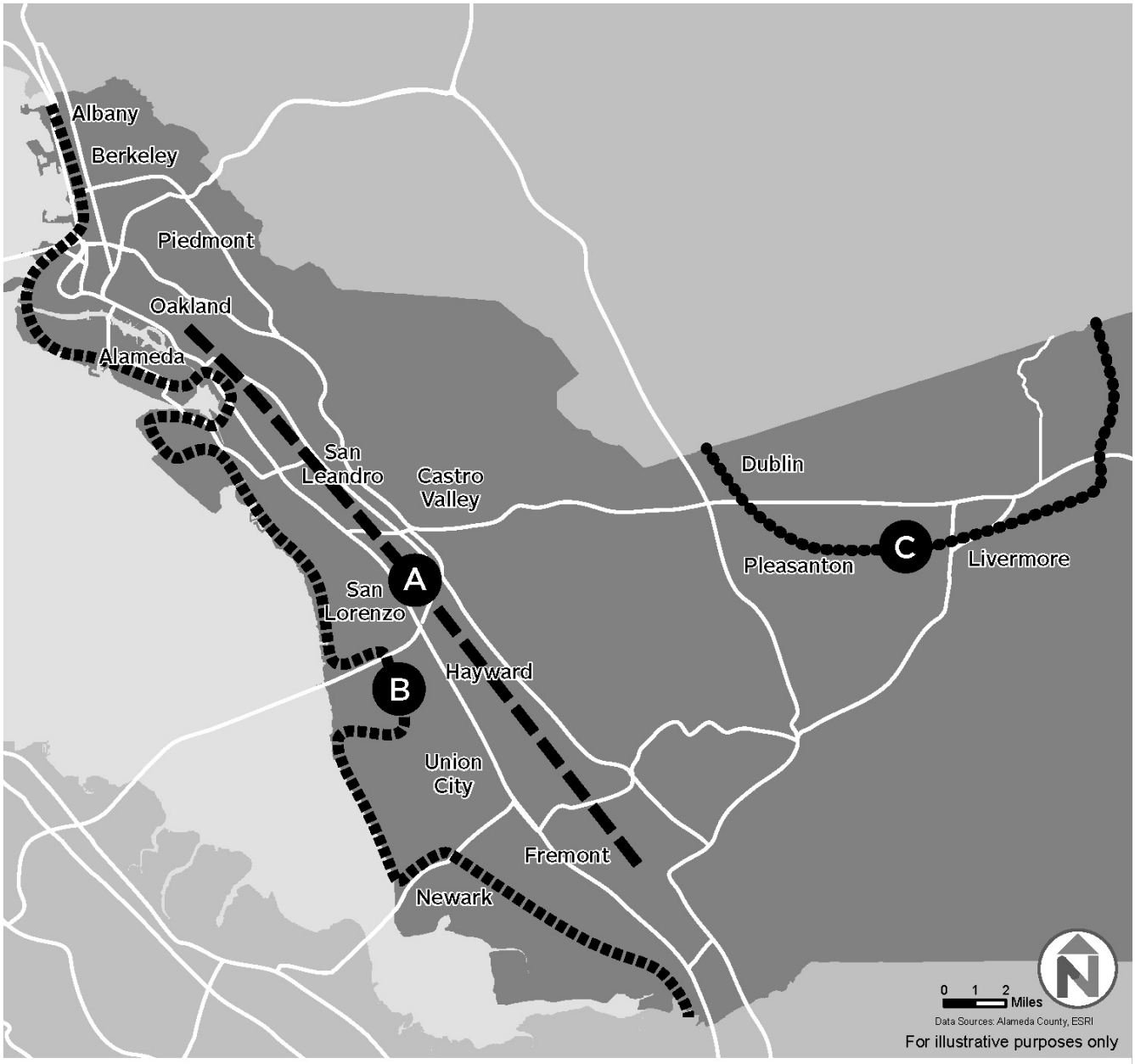
## COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY ($264 M)

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

## LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, $387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components:

- **Pass-through funding** (3% of net revenue, estimated at $232 M) will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.
- **Funds administered by Alameda CTC** (2% of net revenue estimated at $154 M) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe cycling. These proposed funds will be periodically distributed by the Alameda CTC Board for projects and programs that:
  - Provide bicycle education and training
  - Increase the number of trips made by bicycle and on foot
  - Improve coordination between jurisdictions
  - Maintain existing trails
  - Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan




**A** East Bay Greenway from Oakland to Fremont

**B** Bay Trail Gap Closure and Access projects

**C** Iron Horse Trail Gap Closure and Access projects

Not Shown:
- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

# INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES

**Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the growing demand for housing and jobs in Alameda County. A total of 6% of net revenue or about $455 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about $77 M, is dedicated to investments in new technology, innovation and development.**

## PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS ($300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

### North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19th Street Station Area
- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

### Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

### South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

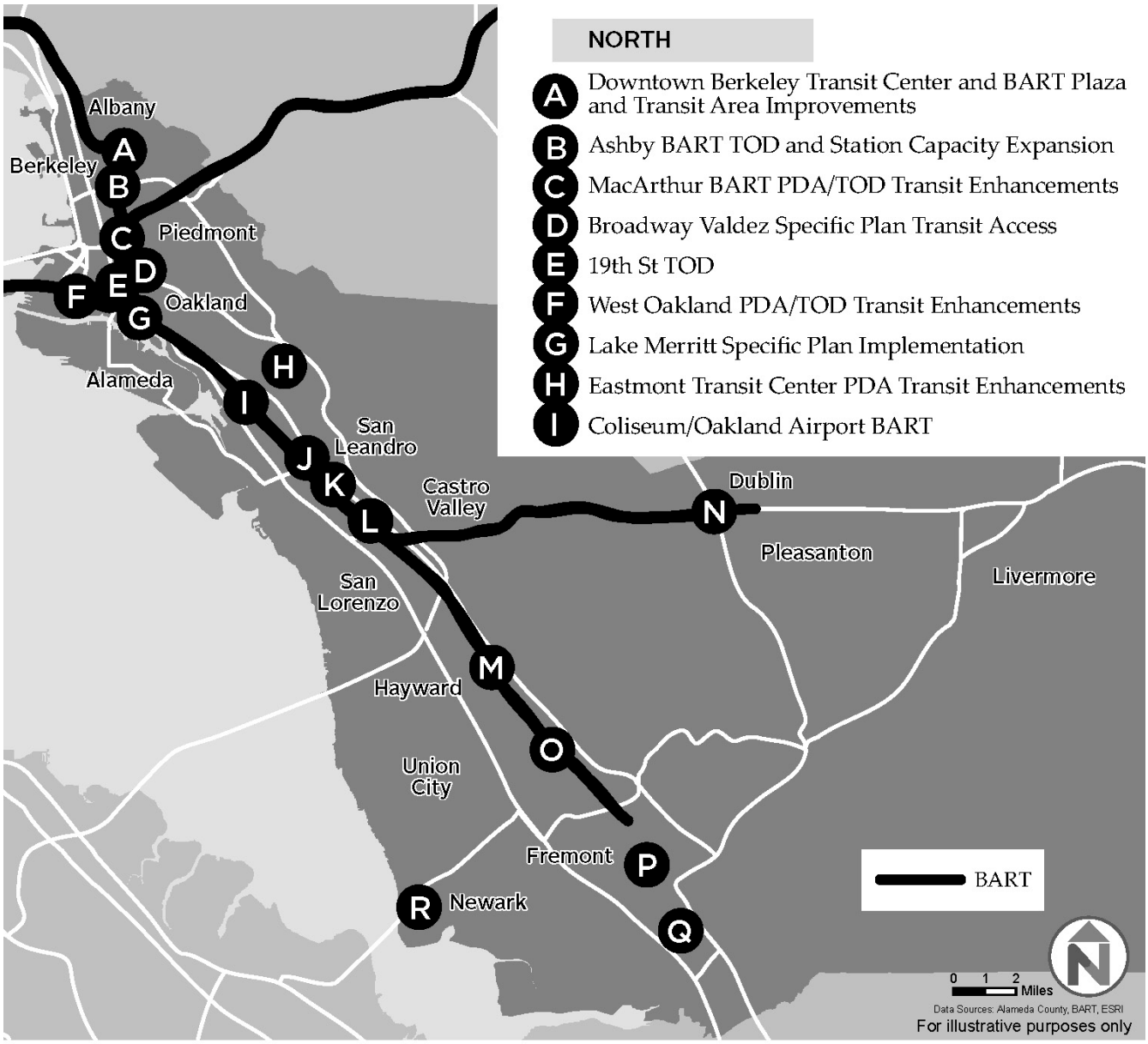
### East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development

## SUSTAINABLE TRANSPORTATION LINKAGES PROGRAM (2% OF NET REVENUE, $155 M)

Three percent (2.0%, estimated at $155 M) of the net revenue are included as discretionary funds to be allocated by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

- Planning, development and implementation of transportation infrastructure serving priority development areas and transit oriented development sites in Alameda County.
- Planning, development and implementation of transportation infrastructure connecting residential and employment sites with existing mass transit.




**NORTH**

- A Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements
- B Ashby BART TOD and Station Capacity Expansion
- C MacArthur BART PDA/TOD Transit Enhancements
- D Broadway Valdez Specific Plan Transit Access
- E 19th St TOD
- F West Oakland PDA/TOD Transit Enhancements
- G Lake Merritt Specific Plan Implementation
- H Eastmont Transit Center PDA Transit Enhancements
- I Coliseum/Oakland Airport BART

**CENTRAL**

- J Downtown San Leandro TOD
- K San Leandro City Streetscape
- L Bay Fair BART Transit Village
- M South Hayward BART Station Area

**SOUTH**

- O Union City Intermodal Infrastructure Improvements
- P Fremont Boulevard Streetscape
- Q BART Warm Springs West Side Access Improvements
- R Dumbarton TOD Infrastructure Improvements

**EAST**

- N West Dublin and Downtown Dublin TOD

Not Shown:
- Sustainable Transportation Linkages Program
- Technology, Innovation, and Development Program

The locations drawn on this map are eligible types of investments

- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.

- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

## INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, $77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels.
- Environmental mitigation for transportation projects including land banking.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

# GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

## GOVERNING BOARD

The Alameda CTC is governed by a Board comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities
- AC Transit
- BART

Proceeds from this tax may be used only to pay for programs and projects outlined in this expenditure plan in Alameda County and may not be used for any other purpose, unless amended as defined in the implementation guidelines.

Under no circumstances may tax revenue collected under this measure be used for any purpose other than local transportation needs and under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, $XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

## INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

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

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
    - One representative from the Alameda County Taxpayer's Association
    - One representative from the Sierra Club
    - One representative from the Alameda County Labor Council
    - One representative from the East Bay Economic Development Alliance
    - One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
    - One representative from the East Bay Bicycle Coalition
    - One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

## ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

### Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

### Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

### Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

### Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.

## ANNUAL REPORTING

The Alameda CTC is committed to transparency as a public agency along with its many jurisdictional partners. Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. All funds collected under this tax will be subject to an annual audit. This includes independent audits of the expenditures made by local jurisdictions and fund recipients.

The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria.

Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Board of Directors.

## FINANCING OF PROJECTS AND PROGRAMS

By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.

The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.

## COMPREHENSIVE PLAN UPDATES

This transportation sales tax will remain in effect in perpetuity. The projects and programs in the TEP cover the period from the initiation of the tax in 2013 through June 2042, and thereafter pursuant to comprehensive updates. Because needs, technology, and circumstances change over time, the expenditure plan is intended to be revisited no later than the last general election date prior to June 2042, and every 20 years thereafter.

To adopt an updated expenditure plan, the Board will appoint an Advisory Committee, representing the diverse interests of Alameda County residents, and businesses. The meetings of the Advisory Committee will be publicly noticed and the committee will be responsible for developing a public outreach process for soliciting input into the plan update.

A recommendation for the adoption of a comprehensive update to the expenditure plan shall require a two-thirds vote of the Alameda CTC Board

and shall be referred to the cities and to Alameda County to be placed on the ballot. The comprehensive update to the plan will appear on a general election ballot for endorsement of the voters, where it will require a majority vote for implementation.

## RESPONSIBILITY OF FUND RECIPIENTS

All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds, including local hiring requirements.

In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.


# IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

## ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP**: Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. The funds may not be used for any transportation projects or programs other than those specified in this plan without an amendment of the TEP.

2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.

3. **Salary and Administration Cost Caps**: The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

4. The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

5. **Amendments Require 2/3 Support**: To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.

6. **Augment Transportation Funds**: Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

## COMPREHENSIVE PLAN UPDATE PROCESS

7. **Comprehensive Plan Updates**: While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in 2013 through June 2042, and thereafter pursuant to comprehensive updates.

8. **Comprehensive Plan Update Schedule**: The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.

9. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents, businesses and community organizations to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.

   A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.

   All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

## TAXPAYER SAFEGUARDS AND AUDITS

10. **Annual Audits and Independent Watchdog Committee Review**: Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.

11. **Strict Project Deadlines**: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.

12. **Timely Use of Funds**: Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

## RESTRICTIONS ON FUNDS

13. **No Expenditures Outside of Alameda County**: No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.

14. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project. Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP.

15. **Complete Streets**: It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.

16. **Local Contracting and Jobs**: The Alameda CTC will develop a policy supporting the hiring of

local contractors and residents from Alameda County in the expenditure of these funds.

17. **Agency Commitments**: To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.

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

## MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

19. **Annual Fund Programming**: Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors. In addition, projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations.

20. **Fund Allocations**: Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, funding will remain within its modal category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC Board of Directors.

21. **Leveraging Funds**: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

| Mode | Investment Category | Project/Program | $ Amount | % of Total Funds |
|---|---|---|---|---|
| **Transit & Specialized Transit (46%)** | **Mass Transit: Operations, Maintenance, and Safety Program** | AC Transit | $1,339.05 | 17.3% |
| | | ACE | $77.40 | 1.0% |
| | | WETA | $38.70 | 0.5% |
| | | LAVTA | $38.70 | 0.5% |
| | | Union City Transit | $19.35 | 0.25% |
| | | Innovative grant funds, including potential youth transit pass program | $174.63 | 2.24% |
| | **Transit Program for Students and Youth** | 3-year Access to School Pilot Program | $15.00 | 0.19% |
| | | **Sub-total** | **$1,702.84** | **22%** |
| | **Specialized Transit For Seniors and Persons with Disabilities** | Non-Mandated (to Planning Areas) | $232.20 | 3.0% |
| | | East Bay Paratransit - AC Transit | $348.31 | 4.5% |
| | | East Bay Paratransit - BART | $116.10 | 1.5% |
| | | Coordination and Gap Grants | $77.40 | 1.0% |
| | | **Sub-total** | **$774.02** | **10%** |
| | **Bus Transit Efficiency and Priority** | Grand Macarthur BRT | $6.0 | 14% |
| | | City of Alameda to Fruitvale BART Rapid Bus | $9.0 | |
| | | AC Transit East Bay Bus Rapid Transit Projects in Alameda County | $10.0 | |
| | | College/Broadway Corridor: Transit Priority | $10.0 | |
| | | **Sub-total** | **$35.0** | |
| | **BART System Modernization and Expansion** | Irvington BART Station | $120.0 | |
| | | Bay Fair BART/BART Metro Capacity Enhancement | $100.0 | |
| | | BART Station Modernization and Capacity Improvements | $90.0 | |
| | | BART to Livermore Phase I | $400.0 | |
| | | **Sub-total** | **$710.0** | |
| | **Regional Rail Enhancements** | Dumbarton Rail Corridor Phase I | $120.0 | |
| | | Union City Passenger Rail Station | $75.0 | |
| | | Freight Railroad Corridor Right of Way Preservation and Track Improvements | $110.0 | |
| | | Broadway Corridor Transit | $10.0 | |
| | | Capitol Corridor Service Expansion | $40.0 | |
| | | **Sub-total** | **$355.0** | |
| | **TOTAL** | | **$3,576.85** | **46%** |

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

| Mode | Investment Category | Project/Program | $ Amount | % of Total Funds |
|---|---|---|---|---|
| **Local Streets & Roads (30%)** | **Major Commute Corridors, Local Bridge Seismic Safety** | **North County Example Projects** | | **10%** |
| | | Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street | | |
| | | **Central County Example Projects** | | |
| | | Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation | | |
| | | **South County Example Projects** | | |
| | | East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Central Ave overpass; Thornton Ave widening; Newark LS&R | | |
| | | **East County Example Projects** | | |
| | | Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction | | |
| | | **Sub-total** | **$639.0** | |
| | | **Countywide Freight Corridors** | | |
| | | Outer Harbor Intermodal Terminal | | |
| | | 7th Street Grade Separation and Roadway Improvement | | |
| | | Truck Routes serving the Port of Oakland | | |
| | | **Sub-total** | **$161.0** | |
| | **Direct Allocation to Cities and County** | Local streets and roads program | **$1,548.03** | **20%** |
| | **TOTAL** | | **$2,348.03** | **30%** |

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

*This includes $30 million for San Leandro local streets and roads improvements

| Mode | Investment Category | Project/Program | $ Amount | % of Total Funds |
|---|---|---|---|---|
| **Highway Efficiency & Freight (9%)** | **I-80 Improvements** | I-80 Gilman Street Interchange improvements | $24.0 | 8% |
| | | I-80 Ashby Interchange improvements | $52.0 | |
| | | **Sub-total** | **$76.0** | |
| | **I-84 Improvements** | SR-84/I-680 Interchange and SR-84 Widening | $122.0 | |
| | | SR-84 Expressway Widening (Pigeon Pass to Jack London) | $10.00 | |
| | | **Sub-total** | **$132.0** | |
| | **I-580 Improvements** | I-580/I-680 Interchange improvements | $20.0 | |
| | | I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2) | $28.0 | |
| | | **Sub-total** | **$48.0** | |
| | **I-680 Improvements** | I-680 HOT/HOV Lane from Route 84 to Alcosta | $60.0 | |
| | | **Sub-total** | **$60.0** | |
| | **I-880 Improvements** | I-880 NB HOV/HOT Extension from A St. to Hegenberger | $20.0 | |
| | | I-880 Broadway Jackson Interchange and circulation improvements | $75.0 | |
| | | Whipple Road / Industrial Parkway Southwest Interchange improvements | $60.0 | |
| | | I-880 Industrial Parkway Interchange improvements | $44.0 | |
| | | I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street Interchange | $85.0 | |
| | | **Sub-total** | **$284.0** | |
| | **Highway Capital Projects** | **Sub-total** | **$600.0** | |
| | **Freight & Economic Development** | Freight and economic development program | **$77.40** | **1%** |
| | **TOTAL** | | **$677.40** | **9%** |

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

| Mode | Investment Category | Project/Program | $ Amount | % of Total Funds |
|---|---|---|---|---|
| **Bicycle and Pedestrian (8%)** | **Bicycle and Pedestrian Infrastructure & Safety** | Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor | $264.0 | 3% |
| | | Bike and Pedestrian direct allocation to Cities and County | $232.20 | 3% |
| | | Bike and Pedestrian grant program for regional projects and trail maintenance | $154.80 | 2% |
| | **TOTAL** | | **$651.0** | **8%** |
| **Sustainable Land Use & Transportation (6%)** | **Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments** | **North County Example Projects*** | | **4%** |
| | | Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements | | |
| | | **Central County Example Projects** | | |
| | | Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area | | |
| | | **South County Example Projects** | | |
| | | BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements | | |
| | | **East County Example Projects** | | |
| | | West Dublin and Downtown Dublin TOD | | |
| | | **Sub-total** | **$300.00** | |
| | **Sustainable Transportation Linkages Program** | Sustainable Transportation Linkages Program | **$154.80** | **2%** |
| | **TOTAL** | | **$454.80** | **6%** |
| **Technology (1%)** | **Technology, Innovation, and Development** | Technology, Innovation, and Development program | **$77.40** | **1%** |
| **TOTAL NEW NET FUNDING (2013-42)** | | | **$7,786** | |

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area $40 M, Broadway Valdez $20M, Lake Merritt $20 M, West Oakland $20 M, Eastmont Mall $20 M, 19th Street $20 M, MacArthur $20 M, Ashby $18.5 M, Berkeley Downtown $20 M.

**Memorandum**

**DATE:** December 28, 2011

**TO:** Community Advisory Working Group
Technical Advisory Working Group

**FROM:** Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

**SUBJECT:** **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

**Recommendation**
This item is for information only. No action is requested.

**Summary**
This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

**Discussion**
Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

<u>January 2012 Update:</u>
This report focuses on the month of January 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of draft Project Performance and Targets Assessment results, draft Scenario Analysis results and the beginning of the discussion about tradeoffs and investment strategies. At the county level, highlights include the release of the draft Transportation Expenditure

Plan for approval by the Alameda CTC Board at its January meeting and submittal of draft CWTP projects and programs to MTC for development of the Preferred SCS and transportation network.

*1) SCS/RTP*

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated February 2012 and results released in March 2012.

*2) CWTP-TEP*

At the December 16, 2011 Commission retreat, staff presented the Administrative Draft CWTP, revised project and program list, draft CWTP evaluation results and second draft Transportation Expenditure Plan. After receiving extensive public comment on the draft Transportation Expenditure Plan, the Commission directed staff to set up a meeting between an ad hoc committee made up of members of the CWTP-TEP Steering Committee and specific advocacy groups to discuss aspects of the expenditure plan. These meetings will be held by mid-January in order to prepare and distribute the Draft Transportation Expenditure Plan for Steering Committee review. At its January meeting, the Steering Committee is anticipated to recommend that the Commission approve the Transportation Expenditure at its meeting the same day. Once approved the Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the Draft Transportation Expenditure Plan and the CWTP will be brought to the Commission in May/June 2012 for approval so that the Board of Supervisors can be requested at their July 2012 to place the Transportation Expenditure Plan on the ballot on November 6, 2012.

*3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:*

| **Committee** | **Regular Meeting Date and Time** | **Next Meeting** |
|---|---|---|
| CWTP-TEP Steering Committee | Typically the 4th Thursday of the month, noon<br>Location: Alameda CTC offices | January 26, 2012<br>March 22, 2012<br>May 24, 2012 |
| CWTP-TEP Technical Advisory Working Group | 2nd Thursday of the month, 1:30 p.m.<br>Location: Alameda CTC | January 12, 2012<br>March 8, 2012<br>May 10, 2012 |
| CWTP-TEP Community Advisory Working Group | Typically the 1st Thursday of the month, 2:30 p.m.<br>Location: Alameda CTC | January 12, 2012*<br>March 1, 2012<br>May 3, 2012<br><br>Note: The January CAWG meetings will be held jointly with the TAWG and will begin at 1:30. |
| SCS/RTP Regional Advisory Working Group | 1st Tuesday of the month, 9:30 a.m.<br>Location: MetroCenter,Oakland | ~~January 3, 2012~~*<br>February 7, 2012<br>March 7, 2012<br><br>*Meeting cancelled |

| Committee | Regular Meeting Date and Time | Next Meeting |
|---|---|---|
| SCS/RTP Equity Working Group | 2nd Wednesday of the month, 11:15 a.m.<br>Location: MetroCenter, Oakland | January 11, 2012<br>February 8, 2012<br>March 7, 2012 |
| SCS Housing Methodology Committee | Typically the 4th Thursday of the month, 10 a.m.<br>Location: BCDC, 50 California St., 26th Floor, San Francisco | February 23, 2012 |
| One Bay Area Public Outreach<br>One meeting per County | Time and Location<br>6:00 PM; City of Dublin Civic Center | January 11, 2012 |

**Fiscal Impact**
None.

**Attachments**
Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities**
**(January 2012 through March 2012)**

Countywide Planning Efforts (CWTP-TEP)
The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the January 2012 through March 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Seek jurisdiction approvals of the Draft TEP.

Regional Planning Efforts (RTP-SCS)
Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input[1]

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

*Sustainable Communities Strategy*:
Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)
Preferred SCS Scenario Released/Approved: March/May 2012

*RHNA*
RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

*RTP*
Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Transportation Policy Investment Dialogue: November 2011 – April 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

*CWTP-TEP*
Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012
Call for Projects: Completed
Administrative Draft CWTP: Completed
Preliminary TEP Program and Project list: Completed
Draft TEP Released: January 2012
Draft CWTP Released: March 2012
TEP Outreach: January 2011 – June 2012
Adopt Final CWTP and TEP: May/June 2012
TEP Submitted for Ballot: July 2012

**Countywide Transportation Plan and Transportation Expenditure Plan**
**Preliminary Development Implementation Schedule - Updated 1/4/2012**

**Calendar Year 2010**

| Task | Meeting 2010 January | February | March | April | May | June | FY2010-2011 July | 2010 August | Sept | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Alameda CTC Committee/Public Process** | | | | | | | | | | | | |
| **Steering Committee** | | | Establish Steering Committee | Working meeting to establish roles/ responsibilities, community working group | RFP feedback, tech working group | Update on Transportation/ Finance Issues | Approval of Community working group and steering committee next steps | No Meetings | | Feedback from Tech, comm working groups | No Meetings | Expand vision and goals for County ? |
| **Technical Advisory Working Group** | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Trans statistics, issues, financials overview |
| **Community Advisory Working Group** | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Transportation statistics, issues, financials overview |
| **Public Participation** | | | | | | | | No Meetings | | | Stakeholder outreach | |
| **Agency Public Education and Outreach** | Information about upcoming CWTP Update and reauthorization | | | | | | | | | | | |
| **Alameda CTC Technical Work** | | | | | | | | | | | | |
| **Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level** | | | | | | Board authorization for release of RFPs | Pre-Bid meetings | Proposals reviewed | ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP | Technical Work | | |
| **Polling** | | | | | | | | | | | | |
| **Sustainable Communities Strategy/Regional Transportation Plan** | | | | | | | | | | | | |
| **Regional Sustainable Community Strategy Development Process - Final RTP in April 2013** | | | Local Land Use Update P2009 begins & PDA Assessment begins | | | | | | Green House Gas Target approved by CARB. | Start Vision Scenario Discussions | | |
| | | | | | | | | | | | Adopt methodology for Jobs/Housing Forecast (Statutory Target) | Projections 2011 Base Case |
| | | | | | | | | | | | | Adopt Voluntary Performance Targets |

**Countywide Transportation Plan and Transportation Expenditure Plan**
**Preliminary Development Implementation Schedule - Updated 1/4/2012**

**Calendar Year 2011**

| | 2011 | | | | | | FY2011-2012 | 2011 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Task** | **January** | **February** | **March** | **April** | **May** | **June** | **July** | **August** | **Sept** | **Oct** | **Nov** | **Dec** |
| **Alameda CTC Committee/Public Process** | | | | | | | | | | | | |
| **Steering Committee** | Adopt vision and goals; begin discussion on performance measures, key needs | Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update (draft list approval), project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Meeting moved to December due to holiday conflict | Review 2nd draft CWTP; 1st draft TEP |
| **Technical Advisory Working Group** | Comment on vision and goals; begin discussion on performance measures, key needs | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings |
| **Community Advisory Working Group** | Comment on vision and goals; begin discussion on performance measures, key needs | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings |
| **Public Participation** | Public Workshops in two areas of County: vision and needs; Central County Transportation Forum | Public Workshops in all areas of County: vision and needs | | East County Transportation Forum | | | South County Transportation Forum | No Meetings | | 2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum | | No Meetings |
| **Agency Public Education and Outreach** | Ongoing Education and Outreach through November 2012 | | | | | | Ongoing Education and Outreach through November 2012 | | | | | |
| **Alameda CTC Technical Work** | | | | | | | | | | | | |
| **Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level** | Feedback on Technical Work, Modified Vision, Preliminary projects lists | | | | | Work with feedback on CWTP and financial scenarios | Technical work refinement and development of Expenditure plan, 2nd draft CWTP | | | | | |
| **Polling** | | **Conduct baseline poll** | | | | | | | | Polling on possible Expenditure Plan projects & programs | Polling on possible Expenditure Plan projects & programs | |
| **Sustainable Communities Strategy/Regional Transportation Plan** | | | | | | | | | | | | |
| **Regional Sustainable Community Strategy Development Process - Final RTP in April 2013** | | | Release Initial Vision Scenario | Detailed SCS Scenario Development | | | Release Detailed SCS Scenarios | Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology | | SCS Scenario Results/and funding discussions | | Release Preferred SCS Scenario |
| | Discuss Call for Projects | | Call for Transportation Projects and Project Performance Assessment | | Project Evaluation | | Draft Regional Housing Needs Allocation Methodoligy | | | | | |
| | Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy | | | | | | | | | | | |

**Countywide Transportation Plan and Transportation Expenditure Plan**
**Preliminary Development Implementation Schedule - Updated 1/4/2012**

**Calendar Year 2012**

| | 2012 | | | | | | FY2011-2012 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Task** | **January** | **February** | **March** | **April** | **May** | **June** | **July** | **August** | **Sept** | **Oct** | **November** |
| **Alameda CTC Committee/Public Process** | | | | | | | | | | | |
| **Steering Committee** | Adopt TEP | | Review polling questions, Update on TEP progress through councils, Review final draft CWTP | | Adopt Final Plans | TEP to BOS to approve for placement on ballot | Expenditure Plan on Ballot | | | | VOTE: November 6, 2012 |
| **Technical Advisory Working Group** | Full Draft TEP, Outcomes of outreach meetings | | Review polling questions, Update on TEP progress through councils, Review final draft CWTP | | Review Final Plans | | | | | | VOTE: November 6, 2012 |
| **Community Advisory Working Group** | Full Draft TEP, Outcomes of outreach meetings | | Review polling questions, Update on TEP progress through councils, Review final draft CWTP | | Review Final Plans | | | | | | VOTE: November 6, 2012 |
| **Public Participation** | | Expenditure Plan City Council/BOS Adoption | | | | | | | | | VOTE: November 6, 2012 |
| **Agency Public Education and Outreach** | Ongoing Education and Outreach Through November 2012 on this process and final plans | | | | | | Ongoing Education and Outreach through November 2012 on this process and final plans | | | | |
| **Alameda CTC Technical Work** | | | | | | | | | | | |
| **Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level** | Finalize Plans | | | | | | | | | | |
| **Polling** | | | | | Potential Go/No Go Poll for Expenditure Plan | | | | | | |
| **Sustainable Communities Strategy/Regional Transportation Plan** | | | | | | | | | | | |
| **Regional Sustainable Community Strategy Development Process - Final RTP in April 2013** | Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan | | Begin RTP Technical Analysis & Document Preparation | Prepare SCS/RTP Plan | | | | | | | Release Draft SCS/RTP for review |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

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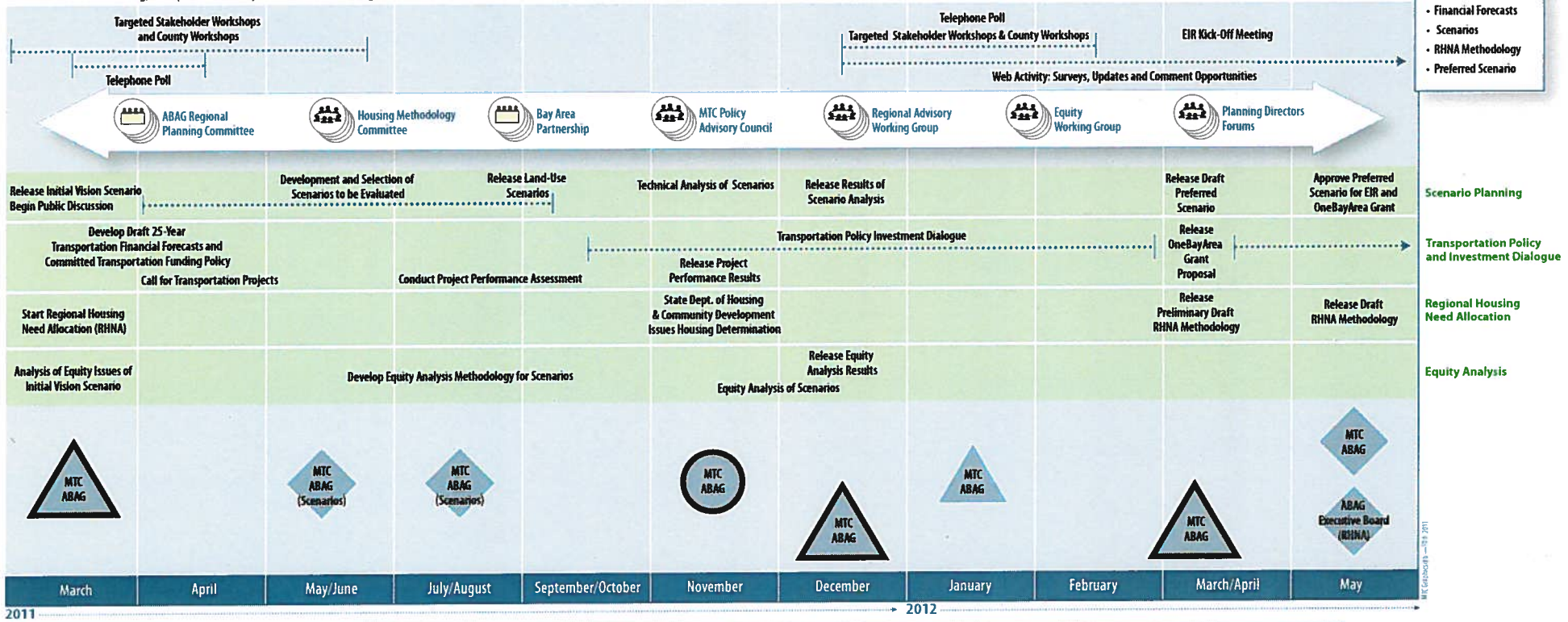
# Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

**Phase 2:** Scenario Planning, Transportation Policy and Investment Dialogue

Plan BayArea

**Phase Two Actions/Decisions:**
- Initial Vision Scenario
- Financial Forecasts
- Scenarios
- RHNA Methodology
- Preferred Scenario




*Subject to change

**Policy Board Actions**

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee
MTC- MTC Planning Committee

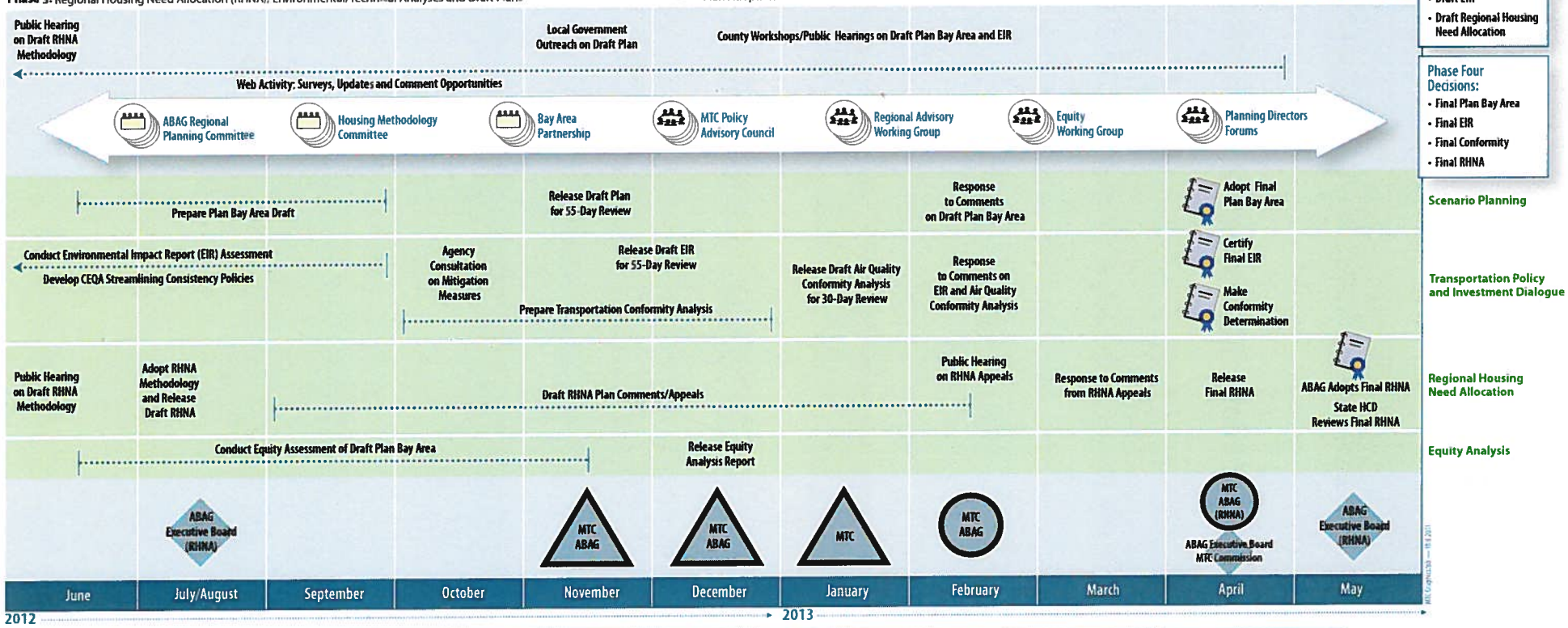
For more information on key actions and decisions and how to get involved, visit OneBayArea.org

# Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012–2013*

Revised October 2011

**Phase 3:** Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

**Phase 4:** Plan Adoption




Phase Three Actions/Decisions:
- Draft Plan Bay Area
- Draft EIR
- Draft Regional Housing Need Allocation

Phase Four Decisions:
- Final Plan Bay Area
- Final EIR
- Final Conformity
- Final RHNA

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

JOINT document release by ABAG and MTC

**ABAG** - ABAG Administrative Committee
**MTC**- MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

# Upcoming Advisory and Steering Committee Meetings Schedule

**ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA**

| | Meeting Date/Function | Outcomes | Agenda Items |
|---|---|---|---|
| 1 | CAWG<br>February 3, 2011<br>2:30 – 5 p.m.<br><br>TAWG<br>February 10, 2011<br>1:30 – 4 p.m.<br><br>Steering Committee<br>February 24, 2011<br>12 – 2 p.m. | • Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes<br>• Receive overview and schedule of Initial Vision Scenario<br>• Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects<br>• Receive an outreach status update and approve the polling questions<br>• Discuss performance measures | • Update on CWTP-TEP Activities Since Last Meeting<br>• Update on Countywide and Regional Processes<br>• Discuss the initial vision scenario and approach for incorporating SCS in the CWTP<br>• Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy<br>• Outreach status update and *Steering Committee approval of polling questions*<br>• Continued discussion and refinement of Performance Measures<br>• Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps |
| 2 | CAWG<br>March 3, 2011<br>2:30 – 5 p.m.<br><br>TAWG<br>March 10, 2011<br>1:30 – 4 p.m.<br><br>Special TAWG<br>March 18, 2011<br>11:30 a.m. to 1:30 p.m.<br><br>Steering Committee<br>March 24, 2011<br>11 a.m. – 1 p.m. | • Receive an update on outreach<br>• Adopt Final Performance Measures<br>• Initiate discussion of programs<br>• Receive update on MTC Call for Projects and Alameda County approach<br>• Comment on transportation issue papers subjects<br>• Provide input to land use and modeling and Initial Vision Scenario (TAWG)<br>• Update on Initial Vision Scenario and Priority Conservation Areas (TAWG)<br>• Receive update and finalize Briefing Book<br>• Discuss committed funding policy | • Update on Outreach: Workshop, Polling Update, Web Survey<br>• *Approve Final Performance Measures* & link to RTP<br>• Discussion of Programs<br>• Overview of MTC Call for Projects and Alameda County Process<br>• Discussion of Transportation Issue Papers & Best Practices Presentation<br>• Discussion of Land use scenarios and modeling processes (TAWG)<br>• Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG)<br>• Finalize Briefing Book<br>• TAWG/CAWG/SC update |
| 3 | CAWG<br>April 7, 2011<br>2:30 – 5 p.m. | • Receive update on outreach activities<br>• Provide feedback on policy for projects and programs packaging<br>• Provide comments on Alameda County land use scenarios | • Update on Workshop, Poll Results Presentation, Web Survey<br>• Discuss Packaging of Projects and Program for CWTP<br>• Discussion of Alameda County land use scenarios |

| | Meeting Date/Function | Outcomes | Agenda Items |
|---|---|---|---|
| | TAWG<br>April 14, 2011<br>1:30 – 4 p.m.<br><br>Steering Committee<br>April 28, 2011<br>12 – 2 p.m. | • Receive update on Call for Projects outcomes<br>• Comment on refined Transportation Issue Papers<br>• Comment on committed projects and funding policy and Initial Vision Scenario | • Discuss Call for Projects results*: Draft project list to be approved by SC to send to MTC*<br>• Transportation Issue Papers & Best Practices Presentation<br>• Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario<br>• TAWG/CAWG/SC update |
| 4 | CAWG<br>May 5, 2011<br>2:30 – 5 p.m.<br><br>TAWG<br>May 12, 2011<br>1:30 – 4 p.m.<br><br>Steering Committee<br>May 26, 2011<br>12 – 2 p.m. | • Review outcomes of initial workshops and other outreach<br>• Review outcomes of call for projects, initial screening and next steps<br>• Discuss TEP Strategic Parameters & alternative funding scenarios<br>• Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario<br>• Receive information on Financial projections and opportunities<br>• Title VI update and it's relation to final plans to CAWG & TAWG meetings | • Summary of workshop results in relation to poll results<br>• Outcomes of project call and project screening- Present screened list of projects and programs. *Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.*<br>• Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process<br>• Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: *Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)*<br>• Title VI update<br>• TAWG/CAWG/SC update |
| | **No June Meeting** | | |
| 5 | CAWG<br>July 7, 2011<br>12:00 – 5 p.m.<br><br>TAWG<br>July 14, 2011<br>1:30 – 4 p.m.<br><br>CAWG/TAWG Joint<br>July 21, 2011<br>1 – 3:30 p.m.<br><br>Steering Committee<br>July 28, 2011<br>12 – 2 p.m. | • Project Evaluation 101 (CAWG only; 12 -1 p.m.)<br>• Provide comments on outcomes of project evaluation<br>• Comment on outline of Countywide Transportation Plan.<br>• Continue discussion of TEP parameters and financials<br>• Provide feedback on proposed outreach approach for fall 2011 | • Results of Project and Program Packaging and Evaluation<br>• Review CWTP Outline<br>• Discussion of TEP strategic parameters and financials<br>• Discussion of fall 2011 outreach approach<br>• Update on regional processes<br>• TAWG/CAWG/SC update |

| | Meeting Date/Function | Outcomes | Agenda Items |
|---|---|---|---|
| 6 | CAWG<br>September 15, 2011<br>1 – 5 p.m.<br><br>TAWG<br>September 8, 2011<br>1:30 – 4:30 p.m.<br><br>Steering Committee<br>September 22, 2011<br>12 – 2 p.m. | • Comment on first draft of Countywide Transportation Plan<br>• Comment on potential packages of projects and programs for TEP<br>• Prepare for second round of public meetings and second poll | • Presentation/Discussion of Countywide Plan Draft<br>• Presentation/Discussion of TEP candidate projects<br>• Refine the process for further evaluation of TEP projects<br>• Discussion of upcoming outreach and polling questions<br>• Update on regional processes<br>• TAWG/CAWG/SC update |
| 7 | CAWG<br>October 6, 2011<br>2:30 –5 p.m.<br><br>Joint Steering Committee/CAWG<br>October 7, 2011<br>Noon to 1:30 p.m.<br><br>TAWG<br>October 13, 2011<br>1:30 to 4 p.m.<br><br>Steering Committee<br>October 27, 2011<br>Noon to 3 p.m. | • Update on first draft of Countywide Transportation Plan, including project and program financially constrained list<br>• Comment on preliminary Transportation Expenditure Plan candidate programs and TEP outline<br>• Receive update on second round of public meetings and second poll | • Discussion of Transportation Expenditure Plan outline and preliminary programs and allocations<br>• Update on public outreach and poll<br>• Update on regional processes<br>• TAWG/CAWG/SC Update<br>• SC only – presentation on poll results |
| 8 | CAWG/TAWG Joint<br>November 10, 2011<br>1:30 – 4 p.m.<br><br>Steering Committee<br>November 17, 2011<br>12 – 3 p.m. | • Comment on second draft of Countywide Transportation Plan<br>• Review and provide input on first draft elements of Transportation Expenditure Plan Projects and Programs, Guidelines<br>• Review results of second poll and outreach update | • Presentation/Discussion of Countywide Plan second draft<br>• Presentation/Discussion of TEP Projects and Programs (first draft of the TEP)<br>• Presentation on second poll results and outreach update<br>• Update on regional processes<br>• TAWG/CAWG/SC update |
| 9 | Steering Committee<br>December 1, 2011<br>12 – 2 p.m. | • Review and comment on TEP<br>• Recommend CWTP and TEP to full Commission | • Review and comment on TEP<br>• Recommend CWTP and TEP to full Commission |
| 10 | CAWG/TAWG Joint<br>December 8, 2011<br>1:30 – 5 p.m. | • Review 2nd draft CWTP and Evaluation Results<br>• Review Final draft TEP<br>• Outreach final report | • Review 2nd draft CWTP and Evaluation Results<br>• Review Final draft TEP<br>• Outreach final report |

| | Meeting Date/Function | Outcomes | Agenda Items |
|---|---|---|---|
| 11 | CAWG/TAWG Joint<br>January 12, 2012<br>1:30 – 5 p.m.<br><br>Steering Committee<br>January 26, 2012<br>12 – 2 p.m. | • Review Final Draft TEP<br>• Discussion (as needed) on CWTP and TEP<br>• Receive update on revised second-round evaluation results for CWTP | • Presentation/Discussion of updates on CWTP and TEP<br>• Adopt TEP (Steering Committee)<br>• Presentation on second-round CWTP evaluation results<br>• Update on regional processes<br>• TAWG/CAWG/SC update |
| 12 | CAWG/TAWG Joint<br>March 8, 2012<br>1:30 – 5 p.m.<br><br>Steering Committee<br>March 22, 2012<br>12 – 2 p.m. | • Review polling questions (3rd poll)<br>• Receive update on TEP progress through the City Councils<br>• Review Final Draft CWTP | • Discussion on polling questions<br>• Discussion on TEP progress through the cities<br>• Review Final Draft CWTP<br>• Update on regional processes<br>• TAWG/CAWG/SC update |
| 13 | CAWG/TAWG Joint<br>May 10, 2012<br>1:30 – 5 p.m.<br><br>Steering Committee<br>May 24, 2012<br>12 – 2 p.m. | • Review Final TEP<br>• Review Final CWTP | • Adopt Final TEP (Steering Committee)<br>• Adopt Final CWTP (Steering Committee)<br>• Update on regional processes<br>• TAWG/CAWG/SC update |

**Definitions**

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

# Alameda County Transportation Commission
# Community Advisory Working Group

| | Category | Organization | Planning Area | Title | First Name | Last Name |
|---|---|---|---|---|---|---|
| 1 | Business | Economic Development Committee (Oakland) | North | **Ms.** | **Charissa M.** | **Frank** |
| 2 | Business | California Alliance for Jobs | CW | **Mr.** | **Andy** | **Fields** |
| 3 | CWC Organization | Alameda County Taxpayer's Association | CW | **Mr.** | **Arthur B.** | **Geen** |
| 4 | Civil Rights/Env./Social Justice/Faith-based Adv. | Transportation Justice Working Group | CW | **Ms.** | **Chaka-Khan** | **Gordon** |
| 5 | CWC Organization | League of Women Voters | CW | **Mr.** | **Earl** | **Hamlin** |
| 6 | Education | Alameda County Office of Education | CW | **Ms.** | **Unique S.** | **Holland** |
| 7 | Civil Rights/Env./Social Justice/Faith-based Adv. | Urban Habitat | CW | **Ms.** | **Lindsay S.** | **Imai Hong** |
| 8 | Alameda CTC Community Advisory Committee | Alameda CTC CAC | CW | **Dr.** | **Roop** | **Jindal** |
| 9 | Education | Oakland Unified School District, Board of Education | North | **Mr.** | **David** | **Kakishiba** |
| 10 | Alameda CTC Community Advisory Committee | Alameda CTC CWC | CW | **Ms.** | **JoAnn** | **Lew** |
| 11 | Health | Davis Street Family Resource Center | Central | **Ms.** | **Teresa** | **McGill** |

# Alameda County Transportation Commission
# Community Advisory Working Group

| | Category | Organization | Planning Area | Title | First Name | Last Name |
|---|---|---|---|---|---|---|
| 12 | Civil Rights/Env./Social Justice/Faith-based Adv. | Genesis, and Corpus Christi Catholic Church (Piedmont) | North | **Ms.** | **Gabrielle M.** | **Miller** |
| 13 | CWC Organization | East Bay Bicycle Coalition | CW | **Ms.** | **Betsy** | **Morris** |
| 14 | Civil Rights/Env./Social Justice/Faith-based Adv. | United Seniors of Oakland and Alameda County (USOAC) | CW | **Ms.** | **Eileen Y.** | **Ng** |
| 15 | CWC Organization | East Bay Economic Development Alliance | CW | **Mr.** | **James W.** | **Paxson** |
| 16 | CWC Organization | Sierra Club | CW | **Ms.** | **Patrisha** | **Piras** |
| 17 | Civil Rights/Env./Social Justice/Faith-based Adv. | TransForm (Community Planner) | CW | **Mr.** | **Joel** | **Ramos** |
| 18 | CWC Organization | Alameda County Labor Council | CW | **Mr.** | **Anthony R.** | **Rodgers** |
| 19 | Business | Board of Director for the City of Fremont Chamber of Commerce | South | **Dr.** | **Raj** | **Salwan** |
| 20 | Civil Rights/Env./Social Justice/Faith-based Adv. | ElderCare (Fremont, CA) Ponderosa Square Homeowners Association | South | **Ms.** | **Diane** | **Shaw** |
| 21 | Alameda CTC Community Advisory Committee | Alameda CTC PAPCO | CW | **Ms.** | **Sylvia** | **Stadmire** |
| 22 | Alameda CTC Community Advisory Committee | Alameda CTC BPAC | CW | **Ms.** | **Midori** | **Tabata** |

# Alameda County Transportation Commission
# Community Advisory Working Group

| | Category | Organization | Planning Area | Title | First Name | Last Name |
|---|---|---|---|---|---|---|
| 23 | Health | Alameda County Public Health Department | CW | **Ms.** | **Pam L.** | **Willow** |
| 24 | Seniors/People with Disabilities | Alameda CTC PAPCO | North | **Mr.** | **Hale** | **Zukas** |
| 25 | Education | Vacancy | CW | | | |
| 26 | Health | Vacancy | CW | | | |

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# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name |
|---|---|---|---|---|---|
| 1 | North | Alex | Amoroso | Principal Planner, Planning Department | City of Berkeley |
| 2 | North | Aleida | Andrino-Chavez | Transportation Planner | City of Albany |
| 3 | North | Eric | Angstadt | Planning Director | City of Oakland |
| 4 | South | Marisol | Benard | Even Start Program Manager | New Haven Unified School District |
| 5 | North | Kate | Black | Planning Director | City of Piedmont |
| 6 | North | Jeff | Bond | Planning and Building Manager | City of Albany |
| 7 | East | Jaimee | Bourgeois | Senior Civil Engineer (Traffic) | City of Dublin |
| 8 | North | Charlie | Bryant | Director of Planning and Building | City of Emeryville |
| 9 | South | Mintze | Cheng | Public Works Director | City of Union City |
| 10 | Central | Keith R. | Cooke | Principal Engineer | City of San Leandro |
| 11 | North | Wendy | Cosin | Acting Director of Planning and Development | City of Berkeley |
| 12 | East | Brian | Dolan | Director of Community Development | City of Pleasanton |
| 13 | South | Soren | Fajeau | Senior Civil Engineer | City of Newark - Engineering Division |
| 14 | East | Jeff | Flynn | Planning Director | Livermore Amador Valley Transit Authority |

# Alameda County Transportation Commission
## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name |
|---|---|---|---|---|---|
| 15 | Central | Don | Frascinella | Transportation Manager, PWD | City of Hayward |
| 16 | East | Susan | Frost | Principal Planner | City of Livermore |
| 17 | South | Jim | Gannon | Manager of Transportation Services | Fremont Unified School District |
| 18 | East | Robin | Giffin | Senior Planner | City of Pleasanton |
| 19 | CW | Mike | Gougherty | Transportation/Environmental Planner/Analyst | Water Emergency Transporation Authority |
| 20 | South | Terrence | Grindall | Community Development Director | City of Newark |
| 21 | North | Cindy | Horvath | Senior Transportation Planner | Alameda County Planning |
| 22 | North | Diana | Keena | Associate Planner | City of Emeryville |
| 23 | Central | Paul | Keener | Senior Transportation Planner | Alameda County Public Works Agency |
| 24 | North | Obaid | Khan | Supervising Civil Engineer | City of Alameda - Public Works Department |
| 25 | South | Wilson | Lee | Transit Manager | City of Union City |
| 26 | Central | Tom | Liao | Planning and Housing Manager | City of San Leandro |
| 27 | Central East | Albert | Lopez | Planning Director | Alameda County |
| 28 | South | Joan | Malloy | Economic and Community Developoment Director | City of Union City |

# Alameda County Transportation Commission
## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name |
|---|---|---|---|---|---|
| 29 | CW | Gregg | Marrama | Department Manager, Capital | BART |
| 30 | CW | Val | Menotti | Department Manager, Planning | BART |
| 31 | | Neena | Murgai | Epidemiologist | CAPE |
| 32 | North | Matt | Nichols | Principal Planner, PWD | City of Berkeley |
| 33 | Central | Erik | Pearson | Senior Planner, Planning | City of Hayward |
| 34 | South | James | Pierson | Public Works Director | City of Fremont |
| 35 | East | Jeri | Ram | Community Development Director | City of Dublin |
| 36 | Central | David | Rizk | Development Services Director | City of Hayward |
| 37 | East | Marc | Roberts | Planning Director | City of Livermore |
| 38 | CW | Brian | Schmidt | Director of Planning, Programming and Operations | ACE Rail |
| 39 | North | Peter | Schultze-Allen | Environmental Analyst, PWD | City of Emeryville |
| 40 | South | Jeff | Schwob | Interim Community Development Director | City of Fremont |
| 41 | North | Tina | Spencer | Director of Service Development and Planning | AC Transit |
| 42 | North | Iris | Starr | Division Manager of Infrastructure Plans and Programming | Public Works Agency |

# Alameda County Transportation Commission
## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name |
|---|---|---|---|---|---|
| 43 | East | Mike | Tassano | City Traffic Engineer | City of Pleasanton |
| 44 | CW | Lee | Taubeneck | Deputy District Director - District 4 | Caltrans |
| 45 | North | Andrew | Thomas | Planning Services Manager | City of Alameda |
| 46 | North | Jim | Townsend | Trails Development Program Manager | East Bay Regional Park District (EBRPD) |
| 47 | East | Bob | Vinn | Assistant City Engineer | City of Livermore |
| 48 | East | Marnie | Waffle | Senior Planner | City of Dublin |
| 49 | North | Bruce | Williams | Senior Transportation Planner | City of Oakland |
| 50 | CW | Stephen | Yokoi | Office Chief, Office of Regional Planning - District 4 | Caltrans |
| 51 | Central | Karl | Zabel | Operations and Development Supervisor | Hayward Area Recreation and Park District (HARD) |
| Alt | South | Farooq | Azim | Principal Civil Engineer | City of Union City |
| Alt | South | Carmela | Campbell | Planning Manager | City of Union City |
| Alt | East | Gary | Huisingh | Director of Public Works | City of Dublin |
| Alt | CW | Nathan | Landau | | AC Transit |
| Alt | Central | Larry | Lepore | Park Superintendent | Hayward Area Recreation and Park District (HARD) |

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

| | Planning Area | First Name | Last Name | Title | Business Name |
|---|---|---|---|---|---|
| Alt | North | Kate | Miller | Capital Planning/Grants Manager | AC Transit |
| Alt | CW | Bob | Rosevear | Associate Transportation Planner | Caltrans |

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