



## Technical Advisory Working Group Meeting Agenda

Thursday, May 12, 2011, 1:30 to 4 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 a report and presentation on the outreach and polling results
- Receive an update on Title VI requirements
- Discuss projects and programs lists and evaluation scenarios and screening
- Discuss Regional Transportation Plan/CWTP land use
- Discuss TEP strategic parameters and financials
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

1:30 – 1:35 p.m.	<b>1. Welcome and Introductions</b>	
1:35 – 1:40 p.m.	<b>2. Public Comment</b>	
1:40 – 1:45 p.m.	<b>3. Review of April 14, 2011 Minutes</b> <i><u>03 TAWG Meeting Minutes 041411.pdf – Page 1</u></i>	
1:45 – 1:50 p.m.	<b>4. Update on CWTP-TEP Activities Since Last Meeting</b>	
1:50 – 2:10 p.m.	<b>5. Report and Presentation on Outreach and Polling Results</b> <i><u>05 Outreach Public Participation Findings.pdf – Page 7</u></i> <i><u>05A Outreach and Polling Results Presentation.pdf – Page 17</u></i>	
2:10 – 2:20 p.m.	<b>6. Update on Title VI Requirements</b> <i><u>06 Memo TitleVI.pdf – Page 29</u></i>	
2:20 – 2:50 p.m.	<b>7. Call for Projects and Programs Outcomes and Draft Lists, and Next Steps</b> <i><u>07 Call for Projects and Programs Presentation.pdf – Page 31</u></i> <i><u>07A Memo on Call for Projects and Programs.pdf – Page 45</u></i> <i><u>07B Errata Sheet.pdf</u></i> – (posted prior to meeting) <i><u>07C Letter from Urban Habitat.pdf – Page 105</u></i> <i><u>07D List of Committed Projects.pdf – Page 111</u></i>	

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| 2:50 – 3:10 p.m. | <b>8. RTP/CWTP Land Use Discussion</b><br><i><u>08 Letter Draft Comments on IVS.pdf</u> – Page 113</i><br><i><u>08A Memo CWTP Land Use Scenarios.pdf</u></i> –(posted prior to meeting)  |  |
| 3:10 – 3:45 p.m. | <b>9. TEP Financials and Strategic Parameters</b><br><i><u>09 TEP Financials Presentation.pdf</u> – Page 119</i><br><i><u>09A Memo TEP Strategic Parameters.pdf</u> – Page 131</i>   |  |
| 3:45 – 3:50 p.m. | <b>10. SCS/RTP: Update on Countywide and Regional Processes</b><br><i><u>10 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u> – Page 139</i><br><i><u>10A Summary CW Regional Planning Activities.pdf</u> – Page 143</i><br><i><u>10B CWTP-TEP-SCS Development Impl Schedule.pdf</u> – Page 145</i><br><i><u>10C RTP-SCS Overview and Schedule.pdf</u> – Page 149</i> |  |
| 3:50 – 3:55 p.m. | <b>11. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps</b><br><i><u>11 CWTP-TEP Committee Meetings Schedule.pdf</u> – Page 153</i><br><i><u>11A TAWG Roster.pdf</u> – Page 157</i>   |  |
| 3:55 – 4:00 p.m. | <b>12. Member Reports/Other Business</b>   |  |
| 4:00 p.m.        | <b>13. Adjournment</b>   |  |

Key: A – Action Item; I – Information/Discussion Item; full packet available at [www.alamedactc.org](http://www.alamedactc.org)

**Next Meeting:**

Date: July 14, 2011 – **No June Meeting**

Time: 1:30 to 4:00 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

**Staff Liaisons:**

Beth Walukas, Deputy Director of Planning  
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**Location Information:** Alameda CTC is located in Downtown Oakland at the intersection of 14<sup>th</sup> Street and Broadway. The office is just a few steps away from the City Center/12<sup>th</sup> Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14<sup>th</sup> and Broadway near Frank Ogawa Plaza (requires purchase of key card from [bikelink.org](http://bikelink.org)). There is garage parking for autos and bicycles in the City Center Garage (enter on 14<sup>th</sup> 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 Technical Advisory Working Group Meeting Minutes  
Tuesday, April 14, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

## Members:

<u>A</u> Alex Amoroso	<u>P</u> Diana Keena	<u>A</u> Iris Starr
<u>A</u> Aleida Andrino-Chavez	<u>P</u> Paul Keener	<u>P</u> Mike Tassano
<u>A</u> Marisol Benard	<u>P</u> Obaid Khan	<u>A</u> Lee Taubeneck
<u>A</u> Kate Black	<u>P</u> Wilson Lee	<u>A</u> Andrew Thomas
<u>P</u> Jeff Bond	<u>A</u> Tom Liao	<u>A</u> Jim Townsend
<u>A</u> Jaimee Bourgeois	<u>A</u> Albert Lopez	<u>P</u> Bob Vinn
<u>A</u> Charlie Bryant	<u>A</u> Joan Malloy	<u>A</u> Marine Waffle
<u>P</u> Ann Chaney	<u>P</u> Dan Marks	<u>P</u> Bruce Williams
<u>A</u> Mintze Cheng	<u>A</u> Gregg Marrama	<u>A</u> Stephen Yokoi
<u>P</u> Keith Cooke,	<u>P</u> Val Menotti	<u>P</u> Karl Zabel
<u>A</u> Brian Dolan	<u>P</u> Matt Nichols	<u>A</u> Farooq Azim (Alternate)
<u>A</u> Soren Fajeau	<u>P</u> Erik Pearson	<u>A</u> Carmela Campbell (Alternate)
<u>P</u> Jeff Flynn	<u>A</u> James Pierson	<u>P</u> Gary Huisinigh (Alternate)
<u>P</u> Don Frascinella	<u>A</u> Jeri Ram	<u>P</u> Nathan Landau (Alternate)
<u>P</u> Susan Frost	<u>A</u> David Rizk	<u>A</u> Cory LaVigne (Alternate)
<u>A</u> Jim Gannon	<u>A</u> Mark Roberts	<u>A</u> Larry Lepore (Alternate)
<u>P</u> Robin Giffin	<u>A</u> Brian Schmidt	<u>A</u> Kate Miller (Alternate)
<u>P</u> Mike Gougherty	<u>P</u> Peter Schultze-Allen	<u>P</u> Bob Rosevear (Alternate)
<u>A</u> Terrence Grindall	<u>A</u> Jeff Schwob	
<u>P</u> Cindy Horvath	<u>A</u> Tina Spencer	

## Staff:

<u>A</u> Art Dao, Alameda CTC Executive Director	<u>P</u> Stephen Decker, Cambridge Systematics
<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Bonnie Nelson, Nelson\Nygaard
<u>P</u> Beth Walukas, Manager of Planning	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Joan Chaplick, MIG	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

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**1. Welcome and Introductions**

Beth Walukas called the meeting to order at 1:35 p.m. The meeting began with introductions.

**Guests Present:** Alex Evans, EMC Research; Celia Chung, Alameda CTC; Jason Huertas, EMC Research; Matt Todd, Alameda CTC.

**2. Public Comments**

There were no public comments.

**3. Approval of March 10 and March 18, 2011 Minutes**

TAWG members reviewed the meeting minutes from the March 10 and March 18, 2011 meetings and approved them as written.

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

Tess Lengyel gave an update on the CWTP activities since the last meeting. She informed the committee that the call for projects and programs closed on Tuesday, April 12. She mentioned that Alameda CTC is in the process of reviewing the submitted applications. Other activities since the last meeting include completion of the poll conducted in early March, completion of the five public outreach workshops, and approval of the Briefing Book and the performance measures by the Steering Committee at the March meeting. Tess mentioned that Alameda CTC will do a comparison of outreach results and poll findings and present the information at the April 28 Steering Committee meeting.

#### **5. Discussion on Alameda County Land Use Scenarios**

Beth Walukas gave an update and led the discussion on the Alameda County land-use scenarios. She stated that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) released the Initial Vision Scenario (IVS) on March 11, 2011. It was the starting point for discussion of what housing and employment would look like for the Bay Area region.

MTC and ABAG have given four presentations on the IVS so far: March 16 in San Leandro; March 18 in Hayward; March 19 in Newark (Supervisor Lockyer workshop); and March 24 at the Alameda CTC Commission meeting and in Dublin in the evening. ABAG and MTC are seeking input on the IVS between now and June.

MTC and ABAG will release alternative scenarios in July, based on the input received in June. They scheduled a public workshop on May 19 in Berkeley, and Alameda CTC scheduled a workshop on land use and the Sustainable Communities Strategy (SCS) on May 14 with Districts 1 and 2 at the Sunol Golf Course.

Alameda CTC is working with the jurisdictions and the consultant team to develop a constrained SCS scenario that will present the IVS more realistically in terms of housing and employment. Alameda CTC will also use the constrained scenario in the evaluation of the CWTP investment packages. Beth reviewed in detail with the group the CWTP, SCS, and Regional Transportation Plan process flowchart (page 45 of the packet) to provide clarity on the integration of land use and transportation.

#### *Questions/feedback from the members:*

- Projects outside of the Priority Development Areas (PDAs) may not score well, such as goods movement. Beth stated that this discussion will occur later in the process, and goods movement is included as a program in the call for projects.
- How much time will Alameda CTC give to the jurisdictions for review of the scenarios, and how will TAWG have time to comment? Beth stated that Alameda CTC is working with the planning directors on the constrained IVS to make it realistic for 25 years. The approach is to maintain a focus on the PDAs and the growth opportunity areas. Alameda CTC will address the issue of employment location, which is not covered in the IVS. Through the constrained IVS, jobs will be put where

the growth will occur. In July, information will be available on the constrained IVS to give to MTC and ABAG. Alameda CTC is developing a table that shows the IVS assumed for the PDAs and the growth opportunity areas, in comparison to the capacity the jurisdictions stated. Staff is sending the memo on this topic to the planning directors today. Beth said staff will cover this topic again in May, July, and September.

#### **6. Call for Projects and Programs Results and Discussion on Methods for Packaging Transportation Projects and Programs for CWTP**

Steve Decker of Cambridge Systematics presented to the committee the project screening criteria, which Alameda CTC will use to evaluate projects and programs into regional and non-regional buckets. He mentioned that the screening will assist with sorting projects and programs. Bonnie Nelson gave a presentation on proposed package themes for projects and programs. The packaging process will allow Alameda CTC to incorporate projects and programs into specific types of packages for evaluation using the adopted performance measures.

The proposed packaging themes for the projects and programs are: 1) baseline (land use and committed projects); 2) maintenance and operations; 3) capital projects; 4) unconstrained; 5) land use (focused on PDAs and growth areas). Bonnie stated that staff will finalize the package themes with the Steering Committee at the April meeting. Bonnie stated that the purpose of developing packages is to see how investments in each corridor in the county perform differently. The goal is to have high-performing packages that will enable us to eventually come up with a preferred package that best meets our vision and goals.

Bonnie mentioned that staff wants input/feedback from the committee today. She asked: Do the range of themes discussed make sense or should we consider other themes? Beth requested the members look at the performance measures on page 89 and the projects and programs listed in the handout (07A1) to help make the decision. She explained to the committee the content in handout 07A1. Regarding the project and programs lists, Beth stated that if an agency is listed in the sponsor column, the project has a sponsor. If that column is blank, staff is looking for a sponsor. Beth stated that the youth bus-pass project does not show a sponsor; however, staff understands that the Department of Education has agreed to sponsor this project. She informed the committee that once sponsors have been identified for the projects and programs, the projects and programs will move into the Countywide Transportation Plan and possibly into the Regional Transportation Plan. Beth stated that Alameda CTC will sort and package the projects into themes, and evaluate the themes.

Bonnie stated that the screening process has begun. A screened list will go to the Steering Committee on April 28 for approval and the list of projects and programs will go to MTC on April 29. As staff submits information to the Steering Committee, staff will also submit it to CAWG and TAWG.

*Questions/feedback from the members:*

- What is the process for categorizing information received from the call? Beth stated that the screening process is allowing Alameda CTC to place projects and programs in the regional or the countywide “bucket.” Alameda CTC is identifying the projects and programs list submitted to MTC on April 29, which should be 98 percent complete. Staff must take the list of projects and programs to all of Alameda CTC’s committees in May. A public hearing will take place prior to the Steering Committee meeting on May 26, and staff will make a recommendation to the Steering Committee at the meeting to approve the list as modified.
- During the packaging process, will projects and things that support that project be placed together in the same package? Yes, this will be done as the package is built.
- During the screening process, will you take each project and evaluate it yourself? Steve stated that Alameda CTC will use a template to go through the screening process. Can the jurisdictions review the results of the screening? Yes, Alameda CTC will provide the screening results.
- Do we know what an activity center and transit center is? The definitions we will use are in the pedestrian plan.
- Will a project end up in more than one package? No, this is not the intent.
- Several members in the group were concerned about grouping projects into a package. One member stated that if a project is in a package and the project is very small, it will not individually influence the package. Another member suggested to develop quantitative tools at the screening level so Alameda CTC can evaluate projects individually.
- In regard to maintenance, what will happen to the system if the facility is no longer there? Bonnie said that we will not evaluate this, but that it was a good question.
- It appears that the screening measures focus on transportation and do not reflect land use. What will we do to screen the land-use package in a different way? Beth stated that Alameda CTC uses the screening criteria to determine if projects and programs are regional or countywide. A member also asked if the performance measures cover the land use side. Beth stated that she will consider the comments and bring the topic back to the committee.
- Does the PDA process take into consideration the land-use side? Also, transportation dollars are very limited, and the transportation money should not be shifted to achieve the SB 375 goal.

**7. Discussion on Transportation Issue White Papers and Best Practices**

Bonnie Nelson gave a presentation on the transportation issue papers and best practices. She stated that the issue papers are intended to highlight key issues in the development of the CWTP-TEP. Bonnie also mentioned that the purpose of the issue papers is to provide additional background beyond the Briefing Book, best-practice case studies, key challenges, and strategic investment opportunities. She highlighted these areas in all issue papers. She encouraged the members to submit written comments either via the Alameda CTC website or e-mail by April 18.



*Questions/feedback from the members:*

- Will there be more follow up on the truck parking feasibility study? Yes, the goal is to move forward with a goods movement program that will also include truck parking feasibility along with other items.
- Regarding Research on the Transportation Demand Management (TDM) and sustainability, a member suggested exploring the European approach of cap and trade option for the greenhouse gas (GHG) emission reduction.

**8. Presentation on Polling Results**

Alex Evans of EMC Research gave a presentation on the polling results. He stated that 813 interviews took place via a telephone survey of Alameda County voters. Alex stated that a portion of the county and every region of the county are represented in the polling results. EMC Research conducted the survey from March 6, 2011 through March 14, 2011. He reviewed the statistics along with the following key findings:

- Alameda County voters believe the quality of roads and transit is deteriorating, and the voters are generally supportive of continuing to fund them with tax dollars.
- There is support for a renewal of the transportation sales tax; the strongest support is in the North.
- Congestion reduction and air quality improvements are both key targets for transit and transportation funding.
- People are more attracted to programs than specific projects; keeping transit affordable and maintaining existing roads and transit systems top the list.
- Of the projects tested, improvements to I-880, the extension of BART to Livermore, and the Dumbarton Rail project have broad appeal.

**9. Presentation/Discussion on Outreach Outcomes and Next Steps**

Joan Chaplick of MIG gave a presentation on the outreach results. She stated that five public workshops are complete. The total number of participants was over 1,600 for the workshops, outreach toolkit, and the online questionnaire; 532 outreach toolkit surveys were completed, and 693 online questionnaires were completed. Joan stated that the toolkit was a very effective method of performing outreach, and many different groups participated in the toolkit surveys. She stated that the overall key themes of the workshop were maintenance, access, equity, safety, connectivity, and coordination. Joan discussed the findings regarding needs for the public; trade-offs (for example, maintaining streets, roads, and highways versus expanding transit service and reliability); and Vehicle Miles Travelled reduction.

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

Beth stated that the Committed Funds and Projects Policy went before the MTC Planning Committee this month for voting. The draft policy had two options for consideration: Option 1 – Environmental Certification by May 1, 2011 and Option 2 – Under Construction by May 1, 2011. The Planning Committee recommended Option 2. However, final approval from the MTC Commission is scheduled for the last week of April. Also, the MTC committee did not agree on the Alameda CTC considering sales tax measure projects as committed projects.

Discussions on financials will come to TAWG in May.

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

The committee was informed that the parameters for the Transportation Expenditure Plan will be brought to the May meeting.

Tess informed the committee that Assembly Bill (AB) 1086 will allow for increasing a cap on the sales tax in Alameda County.

**12. Other Business**

None

**13. Adjournment**

The meeting adjourned at 4 p.m.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

# Public Participation Findings

Executive Summary

DRAFT

January-March 2011







# EXECUTIVE SUMMARY

## INTRODUCTION

Between January and March, 2011, the Alameda Countywide Transportation Plan outreach team conducted a variety of activities to solicit input related to transportation needs and priorities for the Countywide Transportation Plan (CWTP). The CWTP will be completed in 2012 and will prioritize projects and programs for funding for the next 25 years. Public participation activities during this first phase of plan development generated input from approximately 1,500 Alameda County residents through a variety of methods.

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones in the process, so interested residents can follow the process and know in advance when the CTC board will take final action.
- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities.

## How This Information Will Be Used

The input generated during this phase of the project will be primarily used to inform project and program choices that are considered in the development of the draft CTWP. Project and program suggestions generated during this phase were compiled into a Projects/Programs list and provided to Alameda CTC for review with the sources of the suggestions noted (workshop, toolkit or online questionnaire). The groups and individuals who participated during this phase of the project, collectively referred to as outreach participants, will be kept informed of upcoming plan development milestones and encouraged to join in future participation opportunities. A second round of public workshops and participation activities is planned for the fall of 2011 to coincide with the release and review of the draft Countywide Transportation Plan and the Transportation Expenditure Plan that is planned to be placed on the November 2012 ballot.

## KEY FINDINGS

Key findings from the public participation activities cover six themes and address all modes of travel. The six themes include maintenance, access, equity, safety, connectivity and coordination. The key findings for each theme are as follows:

### Maintenance

Many outreach participants expressed interest in the overall maintenance of the existing transportation system in Alameda County. This includes local streets, roads, and highways and transit systems. There was also strong interest in having dedicated funding for the operations of the existing transit system and the potential restoration of AC Transit service to 2009 levels.

### Access

Many outreach participants expressed a desire for a transportation system that provides convenient access to the places they need to go in their daily lives, such as school, work, community centers and shopping destinations. The transportation system should be accessible for all users, including youth, seniors and disabled.

### Equity

Many outreach participants support the development of potential infrastructure investments that provide the greatest benefit to the most people and especially to those with the greatest need. Potential program suggestions included extended bus transfer times and a free youth bus pass program for 6th-12th grade students.

### Safety

Safety was an important topic for many outreach participants, especially at transit facilities, and there were suggestions that additional lighting and signage be provided to increase the safety of transit facilities. There was also input received about the need for greater safety on local roads, especially in rural parts of the county.

### Connectivity

Many outreach participants expressed a need for increased connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks. Transit systems should be designed to connect people to community facilities and amenities.

### Coordination

Increased coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding was an important topic for many participants. Coordination was specifically mentioned for BART, AC Transit and local shuttle service.

## Workshop Themes

Maintenance was a key theme at all five workshops, with each workshop having different levels of discussion around the remaining five themes of access, equity, safety, connectivity and coordination. Table 1: Key Themes by Workshop, summarizes the key themes that surfaced at each workshop.

**Table 1: Key Themes by Workshop**

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	

In addition, each workshop had discussions with a distinct focus on topics that were emphasized by location:

- Oakland: Transit equity and access
- Fremont: Connectivity and coordination
- Hayward: Connectivity, maintenance and support for goods movement
- San Leandro: Connectivity (especially east/west circulation) and support for transit technologies like Next Bus and wayfinding signage
- Dublin: Maintenance and support for BART to Livermore (along I-580 alignment).

## Projects and Programs

Overall, outreach participants demonstrated a higher level of interest and support for programming efforts than for projects. There was a strong correlation between the suggested project location or service area and where the participant lived. For example, BART to Livermore was a project identified primarily by residents from the East County planning area, with 62 of the 71 written comments in support of BART to Livermore attributed to that planning area. Of these comments, over half specifically expressed support for BART to Livermore along the I-580 alignment. In another example, 77 written comments were received in support of the free Eco Youth Bus Pass, with the majority of these written comments received from participants from the North County planning area. A complete list of projects and programs identified during this phase of the outreach process is included as Appendix A.

## Other Findings

In addition to the workshop themes and project and program related findings, the comments received during this input phase also revealed the following:

- The vast majority of questionnaire respondents commute within Alameda County, including 77% of online questionnaire respondents and 87% of toolkit questionnaire respondents.
- Driving alone is the most frequently cited mode of transport in both the online and outreach toolkit questionnaire findings.
- Online respondents bike and take BART more than toolkit respondents.
- Low income and minority respondents generally indicated a higher need for accessible transportation services.
- Goods movement was the least cited type of transportation improvement needed in Alameda County. Participants generally recognized the importance of goods movement and asked for planning efforts to address its environmental and health impacts.

## PARTICIPATION SUMMARY

Alameda County residents and businesses were offered opportunities to provide input through three main outreach activities. Residents could attend any of the five community workshops held in each Alameda County supervisorial district; respond to a questionnaire provided online from February 4th – March 27th; and/or participate in any of the 50 small group discussions led by CTC advisory group members and staff using an outreach toolkit. Over 1,300 comments were collected across the three methods, with the individual comments compiled into a comments database and sorted by category.

The project team, in coordination with Alameda CTC staff and its advisory group members including the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC) worked collaboratively to ensure broad participation from Alameda County residents within a limited time period.

Table 2: Participation Summary by Method, identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total listed in the table below.

**Table 2: Participation Summary by Method**

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 (612 completed questionnaires)
Online Questionnaire	693
TOTAL	1,605*

*\* Some individuals may have participated via more than one method*



## Workshops

Five workshops were held on weekday evenings at transit and ADA-accessible locations in each supervisorial district. The workshops were advertised through print and online notices and through various electronic and print outlets of advisory groups. The majority of workshop attendees learned about the workshop through e-mail. Referrals from friends and newspaper ads were also effective methods.

Table 3: Workshop Participation by Location, lists the attendance for each workshop.

**Table 3: Workshop Participation by Location**

Workshop Location/District/Date	Number of Attendees
District 4, Oakland February 24th	53
District 1, Fremont February 28th	35
District 2, Hayward March 9th	36
District 1, San Leandro March 16th	38
District 1, Dublin March 24th	26
TOTAL	188

## Outreach Toolkit

Overall, 50 outreach toolkit sessions were conducted with strong participation from the northern and eastern planning areas. The toolkit proved to be an effective strategy for taking information about the planning process out to a diverse audience that may not have otherwise attended a community workshop or participated in the online questionnaire. Alameda CTC advisory group members provided an invaluable service by using this method to help meet Alameda County residents “where they are” and reach a broad audience that is reflective of the economic, ethnic and geographic diversity of Alameda County. Toolkit sessions were conducted with a variety of groups, including: seniors, bicyclists, faith-based groups, environmental groups, transit riders, Rotary Clubs, chambers of commerce; and community-based organizations. Toolkit participation by planning area is described in Table 4, Comparison of Responses Between Methods by Planning Area. A detailed list of the toolkit sessions conducted is included as Appendix B.

Participants in the outreach toolkit sessions were asked to complete a printed version of the on-line questionnaire which included questions about transportation planning needs, priorities and trade-offs. The questionnaire helped provide quantifiable results and demographic information about the respondents. It also allowed for a comparison of results between the two methods which is described later in this document.

## Online Questionnaire

The online questionnaire was completed by 693 respondents. The online questionnaire was advertised through e-mail and prominently displayed on the Alameda CTC website. Online questionnaire participation by planning area is described below in Table 4: Comparison of Responses Between Methods by Planning Area. The percentage of countywide population resident in each planning area is given as a basis for comparison with actual participation by planning area. The results demonstrate a need to draw greater participation from the South and East County planning areas.

**Table 4: Comparison of Responses Between Methods by Planning Area**

County Planning Area	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
North	42%	62%	42%
Central	13%	15%	23%
South	11%	8%	22%
East	16%	9%	13%
Other**	12%	7%	n/a
Total	100%	100%	100%

\*2009 ABAG Projections

\*\*Unclear or not Alameda County Resident

*In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County.*

## Participation Demographics

At the outset of the public participation process, a stakeholder list of over 200 organizations throughout Alameda County was compiled. Groups on this list were sent emails approximately every other week (four e-mail total) advertising upcoming workshops and encouraging participation in the planning process.

Midway through the outreach process, the project team met to review levels of participation based on geography and ethnicity. The project team recognized the need to increase outreach efforts, and made a series of targeted phone calls that are detailed in Appendix C.

To encourage participation Alameda County residents, especially low-income and limited English underrepresented populations, Alameda CTC took the following actions:

- Translated questionnaires into Chinese and Spanish and posted them on the project website.
- Offered language translation services for any language request.
- Developed a targeted outreach record to document efforts made to solicit input and participation from specific groups.

The ethnicity of respondents, when provided by respondents, is described in Table 5: Ethnic Participation by Method. Once again, the percentage of each ethnicity represented in countywide population is given as

a basis for comparison with actual participation by ethnicity. The results suggest a need for expanded outreach to Asian/Pacific Islander and Latino residents in Alameda County during the remainder of the planning process.

While gaps may still exist, efforts will be made to ensure increased participation from specific groups during later phases of the project. One representative from a community-based organization also mentioned that local residents participate more actively in specific project-related outreach efforts and that the long-range nature of the CWTP makes it harder to attract interest and participation from people with busy lives and immediate, pressing concerns to attend to.

**Table 5: Ethnic Participation by Method**

Ethnicity	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
American Indian or Alaska Native	0.4%	2%	0.4%
Asian or Pacific Islander	19%	8%	33%
Black/African American	23%	9%	12%
White/Caucasian	51%	71%	36%
Spanish, Hispanic or Latino	4%	6%	22%
Other	2%	4%	3%

\*2009 American Community Survey

The household income level of respondents, when provided by the respondents, is listed in Table 6, Income Level by Method. The results indicate that the outreach toolkit was an effective method for reaching participants with household incomes under \$50,000. The percentage of households at each income level in the county is given as a basis of comparison with respondents' income levels.

**Table 6: Income Level by Method**

Household Income Level	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
\$0-\$25,000	24%	8%	21%
\$25,000-\$50,000	25%	17%	23%
\$50,000-\$75,000	12%	19%	20%
\$75,000-\$100,000	14%	21%	14%
Over \$100,000	25%	35%	22%

\*2000 Census

## RECOMMENDATIONS FOR NEXT PHASE

The results of this first phase of public participation to support the development of the CWTP reveal specific areas for improvement, primarily around event notification and outreach to Asian and Latino populations. Potential actions to improve participation in outreach activities include:

- Improving notification about workshop events, including more advance notice to community and stakeholder groups;
- Increasing and targeting outreach to Asian and Hispanic populations in Alameda County in coordination with identified stakeholder groups; and
- Increasing participation from residents in the central and southern planning areas.

## Next Steps

The next steps for outreach and distribution of information about the planning process to the public include:

- Posting summary reports on the Alameda CTC project website;
- Notifying participants of future opportunities to participate and provide input; and
- Planning for a second round of community workshops in the fall of 2011 to review the draft CWTP and TEP.

## **Alameda Countywide Transportation Plan & Transportation Expenditure Plan**

### **Comparison of Outreach Results and Poll Findings**

April 28, 2011



## **Presentation Overview**

- ▣ Brief overview of outreach results
  - Conducted between February 1 and March 28
    - Five public workshops
    - Outreach tool kit with questionnaire
    - On-line questionnaire
- ▣ Key poll findings
  - 813 telephone interviews
  - Conducted between March 6-14
- ▣ Comparison and conclusions

## Outreach Participation Summary

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 <i>Completed Surveys 612</i>
Online Questionnaire	693
TOTAL	1,605*

## Participants were asked to:

- ▣ Identify transportation needs and issues
- ▣ Consider trade-offs
- ▣ Identify ways to reduce Vehicle Miles Traveled (VMT)
- ▣ Suggest priority projects and programs

## **Findings Across Outreach Methods**

### **Highways and Roads**

- ▣ Maintain existing infrastructure
- ▣ Increase safety
- ▣ Increase connectivity
- ▣ Develop complete streets



## Transportation System Management

- ▣ Expand signal timing/synchronization
- ▣ Increase ramp metering
- ▣ Develop additional signage
- ▣ Develop intelligent/adaptive intersections



## Parking and Transportation Demand Management

- ▣ Expand employer based incentives for alternatives to driving
- ▣ Expand congestion pricing
- ▣ Promote car sharing



## Public Transit

- ▣ Restore service
- ▣ Provide a transit system that is safe, accessible, maintained, clean, reliable, affordable and equitable
- ▣ Coordinate service
- ▣ Target routes



## Accessible Transportation

- ▣ Maintain existing paratransit programs
- ▣ Increase local shuttles and connections to community facilities



## Bike and Pedestrian

- ▣ Increase safety and signage
- ▣ Enhance connectivity on bike trails
- ▣ Improve existing infrastructure
- ▣ Provide bicycle storage/parking
- ▣ Improve crossing at major roads, including grade separations



## Goods Movement

- ▣ Provide for the quick and efficient movement of trucks
- ▣ Address human health impacts of truck traffic and truck idling in neighborhoods



## Trade-Offs

- ▣ Maintain streets, roads and highways  
(vs. expanding transit service and reliability)
- ▣ Provide more alternatives to driving  
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit service  
(vs. improving goods movement and freight)
- ▣ Improve transportation services for senior and people with disabilities  
(vs. expanding bicycle and pedestrian improvements)

## VMT Reduction

- ▣ Build walking and biking friendly cities
- ▣ Programs that encourage people to walk and bike
- ▣ Increase transit service in areas that don't currently have high capacity transit



## Projects

- ▣ Transit
  - Build BART to Livermore
  - Build Dumbarton Rail
- ▣ Highways and Roads
  - Improve 680/580 Interchange
  - Widen SR-84
- ▣ Bike/Pedestrian
  - Complete Bay Trail
  - Complete East Bay Greenway (Oakland to San Leandro)

## Programs

- ▣ Transit
  - ECO Youth Bus Pass
  - Expanded, coordinated service
  - Station and stop amenities/improvements
  - Transit information signage
  - Shuttles
- ▣ Highways and Roads
  - Local street improvements
- ▣ Transportation System Management
  - Employer incentives for driving alternatives
  - Destination Information Signage

## Programs (con't)

- ▣ Accessible Transportation
- ▣ Bike and Pedestrian
  - Safe Routes to School
  - Bike lanes
  - Intersection safety
  - Signage



## Poll Methodology

- ▣ 813 interviews with a representative sample of Likely November 2012 voters in Alameda County
- ▣ Margin of error  $\pm 3.4$  percentage points
- ▣ Interviews conducted in English, Spanish, and Cantonese
- ▣ Interview period March 6-14, 2011

## **Key Findings From Poll**

- ▣ Voters believe:
  - Quality of roads and transit is deteriorating.
  - General support for continuing to fund them with tax dollars.
  - Support for a renewal of the transportation sales tax, with support strongest in the North.
  - Congestion reduction and air quality improvements are both key targets for transit and transportation funding.

## **Key Findings From Poll (con't)**

- ▣ Voters believe:
  - People are more attracted to programs than specific projects
  - Keeping transit affordable and maintaining existing roads and transit systems are most important.
  - Of the projects tested, both improvements to I-880 and extension of BART to Livermore have countywide appeal.

## Conclusions

- ▣ Findings from the outreach process and polls are strikingly similar.
  - Road quality and maintenance are crucial.
  - Public transit is a high priority, including keeping it affordable and available to all who need it.
  - Finding ways to reduce traffic/VMT is important.
  - Air quality and public health improvements can come from transportation improvements.

## Differences

- ▣ ECOPass program
  - Outreach participants spoke clearly about its importance.
  - Poll respondents placed a greater emphasis on keeping public transit affordable for those who need it.
- ▣ Maintenance versus expansion
  - Poll respondents place almost equal priority on both road **and** transit maintenance, while transit expansion is farther down the list.
  - On-line outreach participants placed a premium on expanding transit services.

## **Next Steps**

- ▣ Prepare final outreach report for presentation at May Steering Committee Meeting
- ▣ Conduct additional outreach in fall 2011
- ▣ Conduct additional poll in fall 2011





# MEMORANDUM

To: Alameda CTC Committees  
From: Bonnie Nelson  
Date: April 20, 2011  
Subject: Title VI Analysis on Transportation Investments

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As it relates to transportation investments, Title VI of the Civil Rights Act is designed to ensure that projects do not have an inequitable impact on minority and low income populations. This has implications throughout the development and implementation of a project from the beginning stages of outreach through actual on-going operations. In the early stages of the Countywide Plan development, we have focused on the Title VI implications for outreach, and worked diligently to ensure that all communities had access to information and multiple and varied opportunities to participate in the planning process. As we now begin to evaluate projects, it is also important to remember that Title VI and related Environmental Justice statutes pertain to each project in the plan and to the operation of the transportation system.

Any project that receives federal funds is required to complete a Title VI analysis. In addition any significant operational change, such as a major route restructuring, service reduction or fare increase from a transit operator that receives federal funds requires a Title VI analysis.

Title VI analysis is typically done in conjunction with the environmental assessment of an individual project. In the case of the Countywide Plan, we have developed a number of performance measures that will help us assess the impacts of packages of investments on low income and minority communities. However, in the same way that individual projects will require their own environmental analysis and design, the analysis done for the Countywide Plan is not a substitute for the more rigorous analysis that will be required as individual projects are developed. Some of the considerations for a project level Title VI analysis, and how each may be handled in the Countywide Plan are described below. It is important to note that this is not an exhaustive list of Title VI requirements which are summarized at

<https://www.projectaccessonline.org/win/files/TitleVISummary2007.doc> For example, transit operators and Metropolitan Planning Organizations like MTC have specific responsibilities under Title VI which are not included in the list below. These requirements are focused on Title VI requirements as they relate to project development through the environmental clearance stage.

- The project will include a description of the low-income and minority population within the study area affected by the project and a discussion of the method used to identify this population (e.g., analysis of Census data, minority business directories, or public involvement). **The Briefing Book included information about County demographics which will be expanded upon in the Countywide Plan.**

- The project will include a discussion of all adverse effects of the project both during and after construction that would affect identified minority and low income populations. **Construction impacts will be addressed by individual projects. The location of projects will be mapped, and it will be possible to identify the location of projects relative to minority and low income concentrations. A number of our performance criteria are evaluated by income quartile which will help us determine the impacts of the CWTP investment package on low income communities.**
- The project will include a discussion of all positive effects on the identified minority and low income populations, such as an improvement in transit service, mobility or accessibility. **The location of projects will be mapped, and it will be possible to identify the location of projects relative to minority and low income concentrations. A number of our performance criteria are evaluated by income quartile which will help us determine the impacts of the CWTP investment package on low income communities. To the extent that potential transit service changes are known, their impacts can be described; however, transit operators would have to address service changes under Title VI, if implemented.**
- The project will include a description of all mitigation and environmental enhancement actions incorporated into the project to address adverse effects, including but not limited to any special features related to relocation of residents or businesses, if required, and the replacement of community resources that may be impacted. **Mitigations are determined at the environmental review phase of a project and will likely not be discussed in the CWTP, unless already known.**
- The project will include a discussion of the remaining impacts of a project, if any, and why further mitigation is not proposed. **Details about the impacts and mitigations of a project are done at the project level during environmental analysis, and will not be included in the CWTP.**
- For projects that traverse predominantly minority and low-income or predominantly non-minority and non-low-income areas, a comparison of mitigation and environmental enhancement actions that affect predominantly low-income and minority areas with mitigation implemented in predominantly non-minority or non-low income areas. **The CWTP will be able to describe overall long-range planning changes in the transportation system and its potential impact on predominantly low income and minority areas compared to predominantly high income areas. However, specific mitigations will be developed as each project is assessed.**

It is important to note that while recognition in the CWTP may be a requirement for a project to move forward, being listed in the CWTP is not a guarantee that a project will be implemented. There are many stages to project development, including environmental review and Title VI and environmental justice review. Projects could be evaluated favorably in the CWTP but ultimately fail to be implemented because of a fatal flaw uncovered in project level review. The analysis provided by the CWTP is designed to be sensitive to Title VI issues but is not a substitute for a complete project level analysis.



# CALL FOR PROJECTS AND PROGRAMS OUTCOMES

## Alameda County Countywide Transportation Plan Update & Regional Transportation Plan and SCS

Presentation to CAWG, May 5, 2011



May 2011

## Presentation Purpose

- Provide overview of Regional Transportation Plan (RTP) and relationship to Countywide Planning processes: a new planning context
- Summarize Call for Projects and Programs process and outcomes
- Receive feedback on project and programs lists
  - ▣ RTP
  - ▣ Countywide Transportation Plan
- Highlight next steps



## Planning in a New Context

- Legislative mandates
  - AB 32: Global Warming Solutions Act – reduce GHG emissions to 1990 levels by 2020
  - SB 375: Transportation planning, Sustainable Communities Strategy (SCS), Environmental review
    - Requires each region to add an SCS as a new element in the Regional Transportation Plan to:
      - Reduce GHG emissions by from cars and light trucks by 7% per capita in 2020 and 15% per capita by 2035
      - Define a strategy to house the region's total population at all income levels



## Regional Transportation Plan Overview

### Current RTP Planning to 2040

- Long-range transportation planning and investment document for Bay Area
  - Developed by MTC
  - Defines investments of federal, state and regional dollars to 9-County Bay Area
  - Adopted 2035 RTP: \$218 Billion
  - Estimate for the 2040 RTP: TBD



## Samples of Countywide Projects and Programs in Current RTP

- Alameda County project
  - ▣ Major efficiency improvements on I-580, I-80, I-880, I-680, Route 84
  - ▣ Major transit projects such as BART to Warm Springs, AC Transit BRT, Oakland Airport Connector
- Programs in the current RTP
  - ▣ Transit operating funds
  - ▣ Local streets and roads
  - ▣ Bicycle Funding
  - ▣ Safe Routes to Schools



## Countywide Planning in Relation to RTP

- Countywide Transportation Plan informs the Regional Transportation Plan
  - ▣ Feeds projects and programs of regional significance into the RTP
  - ▣ Supports the goals of the RTP/SCS
  - ▣ Integrates land use and transportation at the countywide level



## Call for Projects and Programs

### □ MTC's RTP Call for Projects and Programs

- ▣ MTC released call February 14 to CMA's
- ▣ On-line application open March 1
- ▣ Alameda County targeted budget from MTC: \$11.76 B
- ▣ Project and program list required to be submitted to MTC April 29, 2011



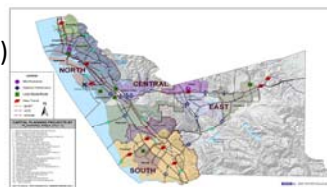
## Alameda CTC's Role

### □ Alameda CTC's roles and responsibilities in Call

- ▣ Develop countywide call process and issue call
- ▣ Perform outreach to meet Title VI requirements
- ▣ Coordinate with public and stakeholders, project sponsors, regional agencies in development of final list
- ▣ Submit a list that is within the initial \$11.76 B funding target
  - ▣ Alameda CTC deadline for submissions April 12, 2011
  - ▣ Two weeks for review, evaluation and development of draft list

### □ Alameda CTC uses Call for

- ▣ Countywide Transportation Plan (CWTP)
- ▣ Transportation Expenditure Plan (TEP)



## Public Outreach

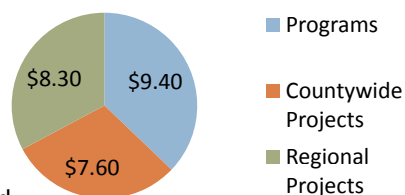
- Over 1,600 people in Alameda County provided input into process
  - ▣ Five public meetings (one in each Board of Supervisors district): 188 participants
  - ▣ Outreach Toolkit: 724 completed questionnaires
  - ▣ On-line questionnaires: 693 completed
- Information received from public process was shared with project sponsors and used to develop the recommended lists



## Call for Projects Overall Results

- Call for Projects and Programs
  - ▣ Over 300 applications submitted
  - ▣ \$25.3 Billion total cost
  - ▣ Three categories
    - ▣ Programs: \$9.4 B
    - ▣ Countywide projects: \$7.6 B
    - ▣ Regional project: \$8.3 B
- Programs need: \$50.8 billion
  - ▣ identified through existing plans and projections; not submitted in applications
- Project need to be determined

**Overall Costs for Submitted Applications: \$25.3 B**





# Evaluation Considerations

## □ Evaluation Timelines

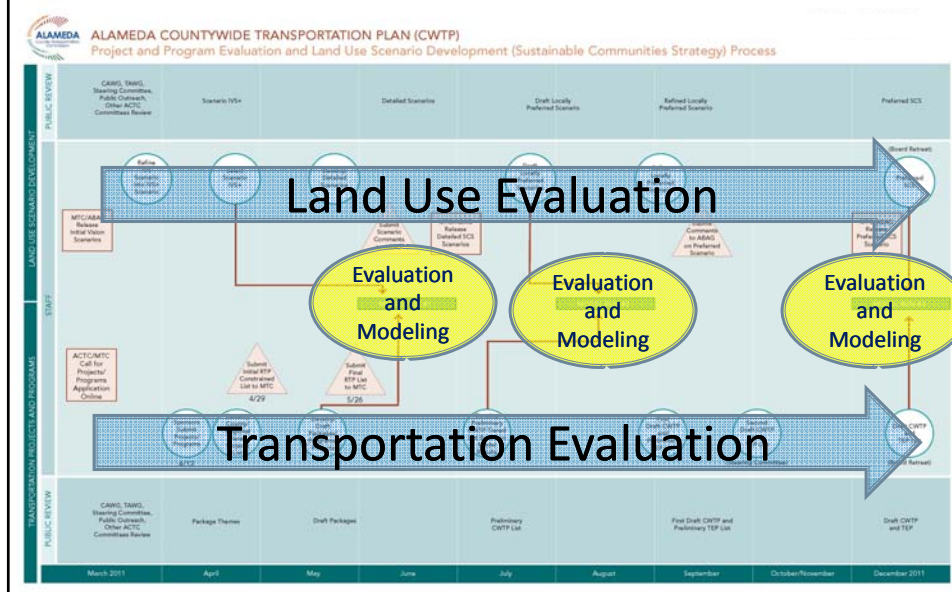
- ▣ 2008 Adopted Countywide Plan took 11 months to complete call for projects process
- ▣ In current process, due to MTC deadlines, less than two weeks were available to review, evaluate and develop recommendations

## □ Evaluation Principles

- ▣ Recognize that this is the first step in a multi-tiered evaluation process
- ▣ Maintain greatest amount of flexibility in realm of projects and programs submitted
  - ▣ Allows establishment of priorities based on data results from largest pool possible
  - ▣ Allows evaluation to determine how to best meet goals



# Multi-Tiered Evaluation Process





## Screening Process – Step 1

- Project and Program applications divided into two groups
  - ▣ Programmatic
    - Capital projects and programs that do not increase capacity, not subject to air quality conformity analysis (cannot be modeled)
  - ▣ Projects
    - Capital projects that increase capacity and are subject to air quality conformity analysis (can be modeled)
- Projects and Programs in Tables 1, 2, 3 screened to ensure they met CWTP goals and had regional significance



## Screening Process – Step 2

- Projects and Program without sponsors at this time: Tables 4 and 5
  - Not evaluated now
  - Keep for future consideration through development of CWTP
- Table 5 also includes projects that were dropped from the list
  - Completed projects
  - Projects the sponsor is not pursuing



## Screening Outcomes: Programs

- 160 Programs applications submitted (Table 2):
  - All programs were incorporated into the overall programs categories
  - Total program costs incorporated into list: \$9.4 B
  - Recommendation is to double program size from 2008 CWTP
    - 2008 CWTP: \$3.5 B in programs
    - Recommendation of \$7 B represents 60% of MTC's \$11.76 B target funding amount (15 categories)
  - Program Need: \$50.8 B
  - Programs support SCS development
- Fifteen Program Categories
  - Bicycle and Pedestrian
  - Transit Enhancements, Expansion and Safety
  - Transit/Paratransit operations and Education
  - Community Based Transportation Plans
  - Local Road Improvements
  - Local Streets and Roads Operations and Maintenance
  - Highway, Freeway, Safety and Non-capacity Improvements
  - Bridge Improvements
  - Transportation and Land Use (PDA)
  - Planning and Outreach
  - TDM and Parking Management
  - Good Movement
  - PDA Non Transportation
  - Environmental Mitigation
  - Transportation Technology and Enhancement



## Screening Outcomes: Countywide Projects

- 150 Project application requests
  - Total requests by fund type: \$5.5 B
    - \$1.8 B in Discretionary funds
    - \$3.7 B in Vision
  - Total project costs not included since some project funding is already acquired
  - Recommendation includes combination of discretionary and vision funding requests
    - Recommendation of \$4.76 B represents 40% of MTC's \$11.76 target funding amount
- Project Funding Descriptions
  - Total cost
    - Actual total estimated cost to deliver complete project
  - Discretionary Funding
    - Amount requested in submitted applications and eligible for regional funds
  - Vision Funding
    - Other funds necessary to fully fund the project
      - Funds will not be available in the funding horizon
      - Unanticipated funds such as 2006 statewide bonds or ARRA funds



## Screening Outcomes: Regional Projects

- 11 Regional project applications submitted (Table 3)
  - ▣ Total requests : \$8.3 B
  - ▣ Projects serve a regional need
  - ▣ Include major transit capital and highway projects submitted by regional and multi-jurisdictional agencies
    - AC Transit
    - Alameda CTC/SAMTRANS
    - BART
    - Caltrans
  - ▣ Recommendation to submit separately from Countywide submission for this first evaluation
    - Recommendation does not affect \$11.76 B funding target for Alameda County and is consistent with past plan development processes

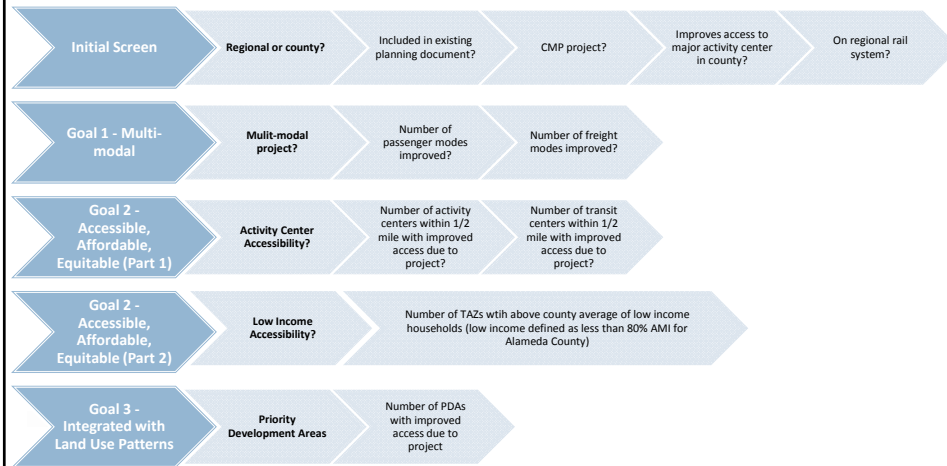


## Evaluation Next Steps

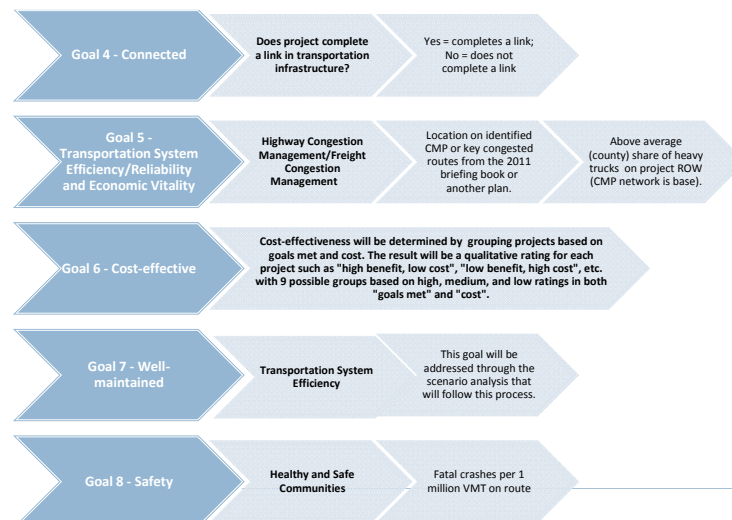
- Evaluation of projects and programs continues
  - ▣ Projects and programs evaluated against goals
  - ▣ Evaluation results inform development of packages
  - ▣ Packages will be modeled in early summer and results brought back to July meetings
    - Following slides highlight process



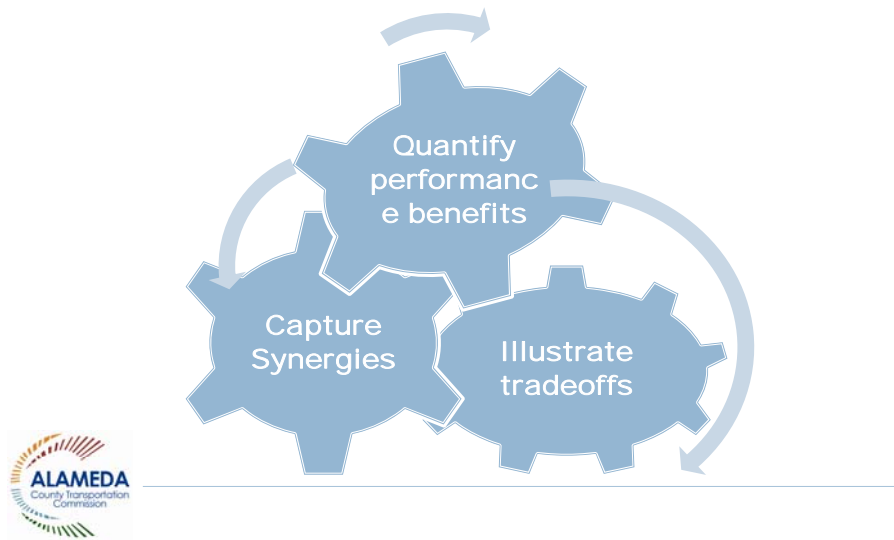
## Screening Informs Evaluation



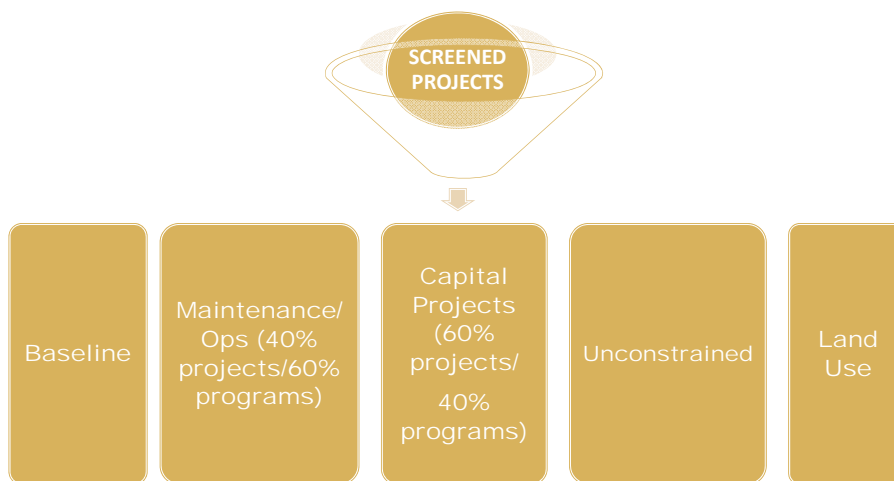
## Screening continued



## Packages Inform Decision-making



## Approved Package Themes



## Next Steps RTP Submittal Process

### □ May

- Feedback from Alameda CTC advisory committees
- Public hearing on May 26, 2011, 12-12:30 p.m.
- Steering Committee adopts final lists
- Alameda CTC full Commission adopts final lists
- May 27: Submit final lists to MTC



## Next Steps in CWTP-TEP Development

- May/June: Conduct first round of CWTP evaluation of packages
  - MTC will concurrently be performing its performance assessments
- July: Present CWTP evaluation results
- August: Conduct second evaluation based in Steering Committee recommendations
- September: First draft of CWTP and preliminary Transportation Expenditure Plan projects and program lists
- October/November: Second round of outreach and polling



# Questions



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## MEMORANDUM

**DATE:** April 26, 2011

**TO:** Technical Advisory Working Group

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

**SUBJECT:** **Review of Draft Projects and Programs Lists Approved by the Steering Committee on April 28, 2011**

Staff requests feedback on the attached Projects and Programs Lists that were approved by the Steering Committee on April 28, 2011.

In the meantime, staff is reviewing them for accuracy, consistency, and further reviewing those that were suggested, but did not have sponsor, for how they could be considered in either on-going or future studies. An errata sheet will be posted before the meeting.

In addition, the lists will be sorted by corridors, mode, geographic location and this information will be presented at the meeting. Staff will post sorted and more detailed lists by no later than Wednesday, May 4<sup>th</sup>, on the Alameda CTC website under the CAWG meeting item. Copies of these lists will also be brought to the meeting.

**Attachment:** Memo and Draft Projects and Programs Lists Approved by the Steering Committee on April 28, 2011

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## MEMORANDUM

**DATE:** April 27, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT:** **Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Draft Project and Program Submittal List**

### Recommendations

The CWTP-TEP Steering Committee is requested to:

- (1) accept the attached draft list of programmatic categories with example projects and programs identified (Tables 1 and 2) and the draft list of projects (Table 3) as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment;
- (2) direct staff to forward both the programmatic and project draft lists to MTC by the April 29, 2011 deadline; and
- (3) direct staff to present the draft lists to Alameda CTC committees and advisory groups in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting followed by a recommendation for approval by the Commission on the same day.

These programs and projects will be used by Alameda CTC and MTC staff respectively in the first round of evaluating transportation investments in the CWTP and the RTP to determine how they perform against adopted performance measures and targets including greenhouse gas reduction targets and a sustainable communities strategy target.

### Summary

Since summer 2010, staff has been working through the Steering Committee and the Technical and Community Advisory Working Groups to update the Countywide Transportation Plan from which a potential Sales Tax Transportation Expenditure Plan will be developed. The results of the CWTP will be used to inform the Regional Transportation Plan (RTP) update that includes the development of the Sustainable Community Strategy (SCS) as mandated by AB 32 and SB 375. This item summarizes the concurrent RTP and CWTP Call for Projects and Programs process and outcomes and asks the Steering Committee for several actions as summarized above.

## **Discussion**

### Call for Project Process

In support of the development of the RTP, MTC released a Call for Projects and Programs on February 14, 2011. As part of the Call, each Congestion Management Agency was requested to coordinate project submittals from its county and assist with public outreach. Because Alameda CTC is in the process of updating its CWTP and is developing a New Sales Tax Transportation Expenditure Plan, the same Call is also being used for these countywide planning purposes.

The CWTP update effort is concurrent with the RTP and will be used to inform the RTP. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by April 29, 2011. The CWTP-TEP Steering Committee is being requested to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list, with any modifications, is due to MTC on May 27, 2011.

### Public Outreach

Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County, through the Alameda CTC administrative and advisory committee meetings, and through an on-line and in-person toolkit questionnaire. Over 1,600 people in Alameda County provided input on the CWTP-TEP either by participating in a workshop (188), receiving a presentation through the Outreach Toolkit (724), or participating online (693). Additionally, a telephone survey of Alameda County voters was done in March. A summary of the public participation and survey findings is presented under a separate item on this agenda. The input received through the public outreach process was used in developing the draft lists of programs and projects recommended for evaluation in the CWTP and RTP.

### Program and Project Screening

All programs and projects received from the public outreach process and applications submitted by public agency sponsors were divided into two groups:

- a) Programmatic: capital projects and programs that are not capacity increasing, are not subject to an air quality conformity analysis, and cannot be modeled
- b) Projects: capital projects that are capacity increasing, are subject to an air quality conformity analysis, and need to be modeled

This distinction is important because projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods.

The programs and projects were further divided in to two additional groups: (a) those with project sponsors and (b) those without project sponsors. Approximately, 300 project/program applications were received from project sponsors by the April 12, 2011 Alameda CTC due date. The programmatic categories (not the individual projects within them) and projects, shown in Tables 1, 2 and 3 and discussed in more detail below, were then screened to ensure they met the goals of CWTP

and were of region wide or area wide significance. Programs and projects that do not have project sponsors at this time are shown in Tables 4 (projects) and 5 (programs). The combined list of programs and projects shown in all five tables were circulated to Alameda CTC Committees and advisory groups in April in an effort to identify project sponsors. Many of the projects and programs without sponsors identified in Tables 4 and 5 are suggestions that could potentially be included in on-going or future studies or are already included in existing plans (e.g., bicycle and pedestrian plans). These lists will be kept for reference throughout the development of the CWTP and staff will provide comments on which ones should be considered for future study at the May meeting. Note Table 5 also includes projects listed in the 2008 CWTP that are being dropped.

### Screening Outcomes

Applications for a total of \$25.3 billion in programs and projects were received as follows: \$9.4 billion in programs, \$7.6 billion in countywide/local projects, and \$8.3 billion in regional projects. These amounts represent total cost of a project or program. As part of the Call, MTC assigned Alameda County an initial funding target of \$11.76 billion. This amount is combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late summer and are expected to be much less than the \$11.76 billion.

This means that for this first round of evaluation, there is flexibility to include Alameda County programs and projects in the performance assessment to determine how they perform and to identify the top performing programs and projects. For the initial evaluation, staff intends to evaluate all projects and programs in Tables 1, 2, and 3 in the CWTP-TEP analysis during the months May and June with results available for discussion in July. The method for accomplishing this will be discussed at the May CAWG, TAWG and Steering Committee meetings.

Concurrently, MTC will also be conducting a performance assessment of programs and projects for the RTP and has requested a list of projects and programs from Alameda County that fit within the \$11.76 billion funding budget. Therefore, for the draft RTP submittal due April 29, 2011, the following is recommended:

- For programmatic categories: As stated above, applications received for programmatic projects total \$9.4 billion and represent over 160 applications (Table 2). In the 2008 CWTP, approximately \$3.5 billion in funding was identified for programs. Staff estimated projected total need for each of the categories for informational purposes, which is approximately \$50.8 billion. Because programs support the development of the SCS, it is recommended that the amount of funding assigned to programs be doubled from \$3.5 billion to \$7.0 billion. This represents 60% of the \$11.76 discretionary funding target being assigned to the 15 program categories shown in Table 1 and the sample programmatic projects shown in Table 2. The distribution of the funding among the categories and which projects in programs should be funded will be determined as part of the evaluation of programs and projects being done for the CWTP and RTP in May and June.
- For countywide local projects: The total discretionary and vision funding request for the 84 projects is \$1.5 billion and \$4.0 billion respectively for a total request of \$5.5 billion. It is

recommended that the remaining 40% or \$4.76 billion of the \$11.76 discretionary funding target be assigned to the countywide local projects shown in Table 3.

- For regional projects: It is recommended that these Bay Area Region/Multi-county projects be submitted to MTC separately. These 11 projects, submitted by regional agencies (e.g., BART, AC Transit, Caltrans), are shown in Table 3 and total \$8.2 billion of which \$765 million is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need.

#### Schedule and Next Steps

- April 29, 2011: Forward draft lists to MTC.
- May 27, 2011: After committee and advisory group review, forward final lists to MTC.
- May/June 2011: Using the projects and programs identified in this Call, conduct the first round CWTP evaluation of transportation investment packages with a land use scenario that is representative of an SCS. Concurrently, MTC will be conducting its performance assessment.
- July 2011: Present CWTP evaluation results.
- August 2011: Conduct second evaluation using a constrained land use and transportation network/policy scenario.
- September 2011: First draft of the CWTP and first preliminary Transportation Expenditure Plan list.
- Fall 2011: Public outreach and second draft CWTP and first draft TEP

#### **Attachments**

Attachment A:	Table 1. Draft Programmatic Category Estimate for Alameda County
Attachment B:	Table 2. Draft Public Agency Program Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
Attachment C:	Table 3. Draft Public Agency Project Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
Attachment D:	Table 4. Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects that have been dropped
Attachment E:	Table 5. Program Listings from Outreach Activities for which sponsors have not been identified

**Table 1: DRAFT Programmatic Category Estimates  
ALAMEDA COUNTY**

<b>Program Categories</b>	<b>Historical distribution*</b>	<b>2011 RTP/ CWTP Call for projects - Estimated Costs</b>	<b>Current Projection of need**</b>
1. Bicycle and Pedestrian Program (RT ID# 240381) Includes county- and local-level bike and pedestrian improvements	\$397	\$599	\$2,600
2. Transit Enhancements, Expansion and Safety Program (RTP ID# 240382) Includes Alameda County share of systemwide improvements. Excludes elements of regional significance, i.e. ferry expansion	\$979	\$2,187	\$7,700
3. Transit and Paratransit Operations and Education Program (RTP ID# 240383) Includes estimates for operating shortfalls	\$665	\$1,650	\$23,000
4. Community Based Transportation Plan (CBTP) Implementation Program (RTP ID# 240384) Overlaps with bike, pedestrian, transit, TDM, local streets, and PDA program elements	\$25	\$1,286	\$500
5. Local Road Improvements Program (RTP ID# 240386) Overlaps with bike, pedestrian, transit, and PDA program elements	\$423	\$1,260	\$6,700
6. Local Streets and Roads Operations & Maintenance (O&M) Program (RTP ID# 240387) Based on MTC estimate of LSR O & M needs	\$0	\$828	\$2,800
7. Highway, Freeway, Safety and Non-Capacity Improvements Program (RTP ID# 240388) Based on Caltrans estimate of state highway needs	\$468	\$127	\$4,700
8. Bridge Improvements Program (RTP ID# 240389)	\$0	\$286	\$300
9. Transportation and Land Use Program (or PDA Program) (RTP ID# 240391)	\$138	\$823	\$1,000
10. Planning and Outreach Program (RTP ID# 240392) Includes potential planning studies for other categories, i.e. PDA, freight, TDM, etc	\$16	\$27	\$100
11. Transportation Demand Management (TDM) and Parking Management Program (RTP ID# 240393)	\$0	\$103	\$500
12. Goods Movement Program (RTP ID# 240394)	\$445	\$147	\$500
13. Priority Development Area (PDA) Support - Non-Transportation Program (RTP ID# 240395)	\$0	\$0	\$50
14. Environmental Mitigation Program (RTP ID# 240396)	\$0	\$0	\$50
15. Transportation Technology and Revenue Enhancement Program (RTP ID# 240397)	\$0	\$75	\$300
<b>PROGRAMS SUBTOTALS</b>	<b>\$3,555</b>	<b>\$9,397</b>	<b>\$50,800</b>

\* Includes Measure B Expenditure Program, 2008 CWTP Committed Projects (Table 6.1) and Investments by Category (Table 6.8)

\*\* All figures rounded to nearest \$100Ms

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**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
<b>1. Alameda Countywide Bicycle and Pedestrian Program - RTP ID # 240381</b>					
<b>1A. Countywide Bike Plan Capital Projects network</b>					
1		Countywide Bicycle Plan implementation			Implementation of projects and programs included in the updated Countywide Bicycle Plan
2		Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)*		240347	Construct new segments and close existing gaps along three major trails within Alameda County: 1) Iron Horse Trail; 2) East Bay Greenway; and 3) Bay Trail. East Bay Greenway project includes acquisition of UPRR Right of Way north of Industrial Parkway in Hayward.
3	City of Berkeley	Bay Trail Extension - Berkeley Marina	1	240207	Complete the Bay Trail Extension to provide an accessible 1.3 mile loop trail for bicycles and pedestrians from the main spine of the Bay Trail at West Frontage Road to the Eastshore State Park, Berkeley Marina, Bay shoreline, and the proposed Berkeley Ferry Terminal.
4	City of Dublin	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements)	4	240292	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
5	City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements)	4	240294	This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin.
6	City of Fremont	Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Mitown in the Central Fremont PDA .
7	City of San Leandro	East Bay Greenway/UPRR Rail to Trail*	2	240322	4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway
8	City of Hayward	Tennyson Road Pedestrian/bike bridge*	2		Tennyson Road Pedestrian/bike bridge from Nuestro Parquecito to South Hayward BART station – Included in Bicycle Master Plan
<b>9 1B. Countywide Pedestrian Plan Capital Projects network</b>					
10		Countywide Pedestrian Plan implementation			Implementation of projects and programs included in the updated Countywide Pedestrian Plan
11	City of Pleasanton	Pedestrian Gap Closure Projects over 580 and 680 - program	4	240189	580 pedestrian and bicycle Gap Closure project
<b>1C. Local Bike &amp; Pedestrian Plan Implementation</b>					
12		Implementation of Local Bicycle and Pedestrian Plan projects and programs			Implementation of projects and programs included in local bicycle and pedestrian plans
13	Alameda County	Sidewalk Improvements		240107	Sidewalk Projects at various locations in Alameda County unincorporated areas
14	City of Alameda	Bike and Ped Infrastructure	1		Enhancing and maintaining bicycle and pedestrian infrastructure in the City
15	City of Albany	Bike/ped expansion - Cleveland Avenue Improvements	1	240352	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.

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
16	City of Albany	Key Route Boulevard	1		Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress
17	City of Albany	Pierce Street Bicycle Bikeway*	1		Included in the update to the bike plan currently in progress
18	City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1		In the San Pablo Streetscape Plan and included in the update to the pedestrian plan currently in progress
19	City of Albany	Solano Avenue pavement resurfacing and beautification	1		Included in the Solano Avenue Plan and included in the update to the pedestrian Master plan currently in progress
20	City of Albany	Washington Avenue @ San Pablo	1		bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress
21	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	240197	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.
22	City of Berkeley	Berkeley Bicycle Plan implementation , including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements)	1	240206	Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements
23	City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	This project includes the design and construction of a bike-ped bridge over the I-80 freeway at the location of the Ashby-Shellmound Interchange. Approaches to the crossover structure will connect to 65th Street on the east approach and to Frontage Road on the west approach.
24	City of Emeryville	Emeryville Greenway (Bicycle/Pedestrian Expansion)	1	240201	Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way).
25	City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	Improvement of pedestrian and bicycle connection to Central Park between Fremont Blvd and Paseo Padre Parkway, including re-alignment of flood control channel, pedestrian path, landscape, curb, and a bridge connection to Central Park.
26	City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	240262	Install a 5' wide walkway between Mission Blvd and Niles Blvd on the eastbound side Sullivan Underpass under the UPRR bridge. Reconfigure the intersections of Sullivan Underpass at Mission and Niles and install a new traffic signal at Mission.
27	City of Fremont	Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA	3	240287	Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
28	City of Fremont	Rails to Trails Fremont UPRR/BART Corridor Trail	3	240291	Construct a new bicycle and pedestrian trail within UPRR/BART Corridor right of way from Niles area (UPRR/Clarke Drive junction) in north Fremont to Fremont/Milpitas City limits in the south.
29	City of Hayward	Bike-Pedestrian Enhancements*	2	240016	<ul style="list-style-type: none"> <li>• C Street – Grand to Filbert – narrow, increase sidewalk, construct median</li> <li>• C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane</li> <li>• Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane</li> <li>• Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area.</li> <li>• Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson</li> </ul>

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
30	City of Livermore	Bicycle/Pedestrian Expansion	4	240255	Implement projects identified in Bike and Ped Master Plan
31	City of Newark	Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation	3	240284	Pedestrian and Bicycle Master Plan Implementation
32	City of Newark	Bike/Ped Expansion: Dumbarton TOD Bay Trail Railroad Overcrossing*	3	240288	Dumbarton TOD Bay Trail Railroad Overcrossing
33	City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	240289	Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing
34	City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	240225	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.
35	City of Oakland	Bicycle/Pedestrian Expansion	1	240227	Completion of Bay Trail Projects in Oakland, including Bike/Ped bridge over the Lake Merritt Channel, and bike/ped access around existing bridges over the Oakland Estuary. Also includes bicycle/pedestrian connections to the Bay Trail from existing facilities.
36	City of Union City	Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center	3	230100	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
37	City of Oakland	Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS)*	1		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.
<b>1D. Bike Support Facilities - Capital &amp; Operations</b>					
38		Bike parking			Includes bike parking, storage and changing facilities, showers
39		Bikesharing			Implementation of bike-share programs
<b>1E. Infrastructure Maintenance</b>					
40		Maintenance of bike and pedestrian facilities			Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure
<b>1F. Education and Promotion Program</b>					
41		Promotion of biking and walking			Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc
42		Bicycle safety			Examples include Street Skills /Road I bike classes, and Share the Road campaigns
<b>1G. Crossing Guard Program</b>					
43		Crossing guard program			Support for crossing guard programs
<b>2. Transit Enhancements, Expansion and Safety Program - RTP ID # 240382</b>					
<b>2A. Transit Capital Rehabilitation</b>					

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
44	ACE	Locomotive rehabilitation (6 locomotives, mid-life)		240307	Mid-life Overhaul of six (6) locomotives
45	ACE	Rail Car Rehabilitation (28 pax rail cars, mid-life)		240308	Mid-life overhaul of twenty-eight (28) passenger rail cars
46	ACE	Capital Spares, Minor Locomotive & Rail Car Rehabilitation		240310	Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives.
47	ACE?	Annual Preventive Maintenance costs for rail cars and locomotives.		240311	Annual Preventive Maintenance costs for rail cars and locomotives.
48	City of Emeryville	Transit Station Rehabilitation	1	240247	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.
49	City of Emeryville	Transit Vehicle Rehabilitation/Replacement/Retrofit	1	240251	Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles
50	ACE	Interoperable Communications Equipment		240297	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.
<b>2B. Transit Capital Replacement</b>					
51	LAVTA	Transit Vehicle Rehabilitation/Replacement/Retrofit (197veh + 194 veh)	4	94527	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.
<b>2C. Vehicle Expansion</b>					
52	AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		21154	Purchases rolling stock for enhanced transbay, local, or express services
53	ACE	ACE Vehicles		240314	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.
54	BART	BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion)		240073	Purchase 225 additional cars to accommodate future increases in ridership.
<b>2D. Safety and Security for Passengers and System (including seismic retrofit)</b>					
55	AC Transit	Safety and security improvements*		230098	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.
56	ACE	On-board Security Cameras		240275	On-Board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car.

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
57	ACE	Security Cameras at the Alameda & SJ Stations		240295	IP-Based video surveillance system for all San Joaquin County stations, Vasco, Pleasanton, and Alameda County Stations.
58	BART	BART Security Program (Alameda County portion)		240072	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.
<b>2E. Station and Stops Improvements (access, expansion and amenities)</b>					
59	AC Transit	Livable Communities/Complete Streets/ADA		240373	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
60	ACE	Information Display Kiosks at ACE stations & on-board rail cars		240240	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.
61	ACE	ACE Station Improvements		240241	Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA-accessibility.
62	BART	BART Station Capacity (Alameda County portion)		240075	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.
63	City of Berkeley	Downtown Berkeley BART Plaza and Transit Area Enhancements	1	240217	Complete construction of all elements of Downtown Berkeley BART Plaza improvements, including transit architecture (custom bus shelter, BART primary (rotunda) & secondary entrance canopies), wayfinding signage, capacity improvements, and place-making through new hardscape, street furniture, public art, street trees, and low impact development features.
64	City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	240226	Construct capital expenditures for Berkeley WETA Ferry Terminal-associated landside improvements including roadway improvements, parking, lighting, traffic signal controls, surface transit infrastructure, bicycle and pedestrian infrastructure.
65	City of Oakland	Downtown (12th and 19th Street) BART Stations Transit Enhancements	1	240232	Downtown (12th and 19th Street) BART Stations Transit Enhancement. 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.
66	LAVTA	Bus Stop Improvements*	4	230148	LAVTA desires 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.
67	AC Transit	Telegraph/International/E. 14th ped improvements (non pavement)*			
<b>2F. System capacity (to allow increased use of systems)</b>					
68	AC Transit	Transit Management Systems*		240205	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.
69	ACE	Altamont Rail Corridor (Upgrades) Rehabilitation-Track, positive train control, and signaling upgrade		240305	Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors.

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

\* Specific suggestions from members of the public through Outreach Activities

	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
70	ACE	Fiscal System modernization		240312	Includes cash registers, updated fiscal management software (Caselle Clarity), updated computers, and associated infrastructure
71	BART	BART Station Capacity (Alameda County portion)		240089	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).
<b>2G. Maintenance Facilities Expansion</b>					
72	AC Transit	Maintenance Facility Efficiency Upgrades		21159	Expand/enhance AC Transit facilities such as environmental sustainability projects, heavy equipment, IT infrastructure, other facility improvements.
73	LAVTA	LAVTA maintenance/operations facility	4	21151	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.
74	LAVTA	Maintenance Facilities Improvements		230151	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.
75	AC Transit	66th Ave Upgrade to Operational Facility			
<b>2H. Environmental Program</b>					
76	AC Transit	Environmental projects		230121	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. 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. 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			
78	AC Transit	Alternative Fueling Facilities (D3,D6, CMF)			
<b>3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383</b>					
<b>3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)</b>					

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

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	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
79		Transit Operations			Maintain existing transit service , restore previously cut transit services, and expand existing and new transit services
80		Paratransit Operations (mandated and non-mandated)			Maintain and expand paratransit service operations
81	AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures		240372	Improves speed and reliability for bus transit on the College/Broadway/University/Alameda corridor. Includes queue jump lanes, transit signal priority, pedestrian amenities and improvements, safety and security enhancements, geometric improvements to assist bus operations and real-time passenger information.
82	ACE	UPRR Capital Access Fee		240274	As part of the second amendment to the SJRR/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.
83	ACTC	Transit enhancements, i.e. Transit Priority Measures		21992	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; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). Also includes single intersection-level improvements not included in a larger corridor projects.
84	City of Alameda	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART*	1	240077	Implement Rapid Bus Service from Alameda Point PDA via Webster Street, Lincoln Avenue, Tilden Way, Fruitvale Avenue Bridge (Miller Sweeney Bridge), and Fruitvale Avenue to Fruitvale BART Station.
85	City of Berkeley	Downtown Berkeley Transit Center	1	240179	Design and construct a Downtown Berkeley Transit Center, potentially including bus turn-around, boarding platforms, visitor information facilities, and safe pedestrian access to transit.
86	AC Transit	Foothill TSP - Transit Priority Measures			
87	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures			
88	AC Transit	Speed Protection in Urban Core			
89	City of Berkeley	I-80 Corridor Transit Service	1		Restore Service to 2009 Levels to Higher Density neighborhoods. Lifeline Service for low-income communities • I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan • West Berkeley Circulation Master Plan • AC Transit Service Plan
90		Adjustments to AC Transit Service	2		Per year, for service changes to routes 77, 84, 93, 97, 99 and new door-to-door service for South Hayward and Bayfair BART.

**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

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	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
91		Transit Service Restoration and Enhancement*	1		Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and 1R. Traffic signal transit optimization. * Transit-First Policy (Council Resolution 58,731-N.S.) * AC Transit Line 51 and 1R Studies
<b>3B. Transit Fare Incentives</b>					
92	ACE	ACE eTicketing		240253	Electronic fare collection system with seamless Clipper integration and associated infrastructure.
93	Alameda County Office of Education	Student Bus Pass*			Provide free bus passes to all middle and high school students in Alameda County
<b>3C. Travel Training, Education and Promotion Programs</b>					
94		See under Section 10 Planning and Outreach, and Section 11 TDM			
<b>4. Community Based Transportation Plan (CBTP) Implementation Program - RTP ID # 240384</b>					
95		CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements			Includes (City of) Alameda CBTP, Central Alameda County CBTP, West Oakland CPTP, Central and East Oakland CBTP, and South and West Berkeley CBTP.
96	City of Emeryville	Lifeline Transportation	1	240209	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.
97	City of Emeryville	Regional Planning and Outreach - develop a CBTP	1	240242	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.
98		Explore a Role for the Alameda County Guaranteed Ride Home Program			
99	In Ashland, Cherryland and S. Hayward	Bicycle Parking	2		Operating Costs: \$0 - \$50/year per unit for maintenance; Capital Costs: \$200 - \$450 per bike rack unit; \$3000 per 8-10 unit bike lockers
100	In Ashland, Cherryland and S. Hayward	Bus Shelters	2		\$215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location
101	In Ashland, Cherryland and S. Hayward	Sidewalks in Cherryland	2		\$36,000,000. Operating Costs: Some maintenance costs; Capital Costs: \$500,000 per block



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102	In Ashland, Cherryland and S. Hayward	Lighting	2		\$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
103	In Ashland, Cherryland and S. Hayward	Bicycle Lanes	2		Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: \$30,000 per roadway mile for striping and signage
104	In Ashland, Cherryland and S. Hayward	Bicycle Purchase Assistance	2		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
105	in Central and E. Oakland	Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects	1		\$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).
106	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)	1		\$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.
107	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)	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.
108	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)	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.
109	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)	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.
110	in Central and E. Oakland	Coliseum BART to Bay Trail Connector Path*	1		\$2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass.
111	in Central and E. Oakland	Bicycle Programs Offer Road I Courses to residents in the project area	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.
112	in Central and E. Oakland	Bicycle Programs Provide funding for Cycles of Change program	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.

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113	In city of Alameda	Implement Bus Stop and Shelter Improvements	1		\$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
114	In city of Alameda	Improve the Pedestrian Experience in Alameda Point	1		\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Relief; \$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
115	In city of Alameda	Install Pedestrian Street Lights	1		\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing
116	In city of Alameda	Improve Pedestrian Access between West Alameda and Oakland	1		\$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
117	In city of Alameda	Increase Pedestrian Crossing Visibility and Safety	1		\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island
118	In city of Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	1		\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes
119	In city of Alameda	Create More Bicycle Lanes throughout Alameda	1		\$10,000 per linear mile
120	In city of Alameda	Increase the Bicycle Capacity Onboard Buses	1		\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks
121	In city of Alameda	Increase Bicycling Options for Youth and Low-Income Residents	1		Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.
122	In city of Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$7 million, plus an annual cleaning cost of \$50,000
123	In city of Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
124	In city of Alameda	Increase Education Regarding Bicycling Routes and Safety	1		\$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
125	in city of Berkeley	Expansion of Berkeley Paratransit Services Taxi Scrip Program	1		
126	in S. and W. Berkeley	Bus Stop and Shelter Improvement	1		Shelters/benches at no cost; solar powered lighting \$700 to \$3,000 per stop/shelter, transit info. \$85-\$385 each
127	in S. and W. Berkeley	Improved Pedestrian Signal Timing	1		No cost, city staff can implement at no extra cost
128	in S. and W. Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		South and West Berkeley
129	in S. and W. Berkeley	Shared Roadway Pavement Markings	1		South and West Berkeley
130	in S. and W. Berkeley	Improved Pedestrian Lighting	1		\$768,000 to \$1,024,000

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131	in S. and W. Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	1		South and West Berkeley
132	in S. and W. Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	1		\$10,000 to \$20,000
133	in S. and W. Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	1		\$400,000 to \$500,000
134	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)	1		See "Improved Crossings at Bicycle Boulevards"
135	in W. Oakland	Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood	1		
136	in W. Oakland	7th Street Streetscape Project - Phase I	1		West Oakland
137	in W. Oakland	Bike Lanes: Market Street	1		West Oakland
138	in W. Oakland	Bike Racks	1		\$150/rack
139	in W. Oakland	Cycles of Change	1		\$90,000 for two years for O&M
140	in W. Oakland	7th Street Streetscape Project - Phase II	1		\$5-6 million
141	in W. Oakland	Bike Lanes: Grand Avenue and 14th Street	1		Grand: \$200,000-\$250,000; 14th: \$500,000-\$800,000
142	in W. Oakland	Traffic Calming: Peralta Street : Design only	1		\$100,000 (design only)
143	in W. Oakland	Bikeway: Middle Harbor Shoreline Park	1		TBD: Part of multi-million roadway project that has not been designed.
144	in W. Oakland	Subsidized car sharing-W. Oakland	1		\$110K/Year
145	in W. Oakland	Comprehensive Transportation/Land Use Plan W. Oakland CBTP	1		\$150K
146	in W. Oakland	BART underground - W. Oakland	1		\$200-350M/miles
147	in W. Oakland	CBTP Project Implementation Assistance W. Oakland	1		\$15K
148		BART Noise Study			Reduce noise impacts for neighborhoods
149		BART Rail Grinding			Reduce vibration impacts on neighborhoods
150		Bus Shelters	2		One-time cost for forty shelters
151		Transportation Information on Cable Television	2		One-time cost to adapt existing video
152		Information Center	2		2 Communities (\$60K each per year) plus equipment (\$20K one-time)
153		Information at Stops and on Buses	2		Info at shelters for both equipment and materials
154		Bicycle Purchase Assistance	2		To provide 200 bicycles, the minimum to justify administrative costs is \$20K. per year
155		Bicycle Racks	2		5 per community (for 3 communities)
156		Medical Service Access (Taxi Return)	1		\$50k/year
157		BART Transit Village Parking	1		\$5K (community monitoring)

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<b>5. Local Road Improvements Program - RTP ID # 240386</b>					
158		Congestion relief			Congestion relief on local streets and roads
<b>5A. Major Arterial Performance Initiative Program</b>					
159	ACTC	Arterial Performance Initiative Program		230224	Focus on Metropolitan Transportation System (MTS), a companion to MTC's 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.
<b>5B. Safety Improvements</b>					
160		Safety improvements			Examples include rail crossings, roadway crossings, etc.
161		Grade separations			Grade separations at rail lines and major roadways for safety for auto/ bike / pedestrians
162	Alameda County	Crow Canyon Road Safety Improvements Project	2	240094	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Road between E. Castro Valley Blvd. and the Alameda / Contra Costa county line.
163	Alameda County	Patterson Pass Road Safety Improvements Project	4	240095	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.
164	Alameda County	Tesla Road Safety Improvements Project	4	240096	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.
165	Alameda County	Altamont Pass Safety Improvements Project	4	240097	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.
166	Alameda County	Vasco Road Safety Improvements Project Phase II	4	240098	The project includes roadway realignment, shoulder widening, installation of median barriers along Vasco Road between Contra Costa County and the City of Livermore.
167	Alameda County	Redwood Road/A Street Improvements (I-580 to Hayward city limits)	2	240111	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.
168	Alameda County	Redwood Road Safety Improvement Project (Castro Valley to Oakland)	2	240325	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.
169	City of Albany	Local Road Safety - Marin Ave	1	240350	Marin Avenue is the primary east-west arterial serving residential and civic areas through the City and connecting to I-80/580 via Buchanan St. The proposed project entails implementing bulbouts at the intersections of Marin Avenue with the side streets to reduce the distance pedestrians have to cross the street. and implementing a median from the intersection of Marin and Cornell Avenues to the intersection of Marin and Evelyn Avenues.
170	City of Berkeley	State Route 13/Ashby Avenue Corridor Improvements	1	240202	Enhance pedestrian and bicycle safety, provide Safe Routes to Schools and Transit, improve traffic safety on State Route 13/Ashby Avenue in Berkeley.

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171	City of Berkeley	Railroad Crossing Improvements	1	230116	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study.
172	City of Berkeley	Ashby/State Route 13 Disaster Resilience	1	240266	Undergrounding of utilities on Ashby/State Route 13 to ensure resiliency of emergency evacuation routes in the event of a disaster.
173	City of Fremont	Safety improvements at UPRR	3	240208	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.
174	City of Fremont	Vargas Road Safety Improvement Project from I-680 to the Vargas Plateau Regional Park	3	240265	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
175	City of Hayward	Tennyson Road Grade Separation	2	240055	Construct an underpass on Tennyson Road between Whitman and Huntwood Avenues
176	City of Newark	Central Avenue Railroad Overpass	3	21103	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.
177	City of Newark	Mowry Avenue Railroad Overpass	3	240273	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark.
178	City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	240221	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.
179	City of Oakland	Local Road Safety	1	240222	Street Realignments, signal modifications, intersection modifications, guardrail installation, shoulder construction and other measures to increase the safety of existing roadways.
180	City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	1	240279	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development
181	City of Oakland	Melrose - Coliseum District Street Reconstruction (formerly 'Oakland Coliseum Transportation Infrastructure Access Improvements'?)	1	240290	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.
182	City of Pleasanton	(Local Road Safety )Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks	3	240286	Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks
183	City of San Leandro	Lake Chabot Road Stabilization (Chabot Ter to Astor Dr)	2	240306	Road embankment stabilization from Chabot Terrace to Astor Dr in San Leandro
<b>5C. Street-scape Improvements</b>					

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184	Alameda County	Castro Valley Streetscape Improvements Project Phase II	2	240102	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 Strobbridge. 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. 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.
185	Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III*	2	240103	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.
186	Alameda County	Hesperian Blvd Streetscape Improvements Project	2	240104	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
187	Alameda County	East Lewelling Blvd. Streetscape Improvements Project Phase II	2	240110	The project includes wider sidewalks, bicycle lanes, median islands, and landscaping along E. Lewelling Blvd. between Mission Blvd. and Meekland Avenue.
188	City of Albany	State Highway Preservation (San Pablo Ave?)	1	240354	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.
189	City of Fremont	Fremont Boulevard Streetscape Project	3	240257	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.
190	City of San Leandro	San Leandro East 14th Street Streetscape Improvements*	2	240270	Streetscape Improvements along East 14th Street
191	City of San Leandro	San Leandro City Streetscape Improvements	2	240271	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.
<b>5D. Coordination with Freeways</b>					
192		Better coordination between freeway and local streets			Improve connections between local streets and freeways

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193	City of Berkeley	I-80 University Ave interchange - Study	1	240164	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.
<b>5E. Complete Streets</b>					
194		Complete Streets - implementation			Implementation of Complete Streets to improve mobility for all modes: transit, bike, walking, driving
195	AC Transit	Bicycle/Pedestrian Enhancements on East Bay BRT corridor (non-transit elements)		240371	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
196	City of Berkeley	Local Streets and Roads O&M	1	240224	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.
197	City of Berkeley	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	1	240228	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.
198	City of Dublin	Iron Horse bicycle, pedestrian and transit route	4	21460	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.
199	City of Oakland	Route 24 /Caldecott Tunnel Enhancements -Settlement Agreement projects	1	230171	Intersection improvements, bicycle and transit access improvements and soundwalls on Route 24 in Oakland
200	City of Berkeley	Complete Streets: Roadway Network Improvements	1		Southside roadway reversion to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulation Master Plan. Adeline/Ashby corridor. Berkeley Comments: • Critical Initiative #4 - Southside Plan Implementation • Critical Initiative #1080 - Downtown Plan • Critical Initiative #1041 - West Berkeley Circulation Master Plan • Departmental Initiative #936: Traffic Signal Priorities
<b>5F. Traffic calming</b>					
201	City of Hayward	Local Road Safety	2	240029	A lump sum to implement various traffic calming measures on local residential streets
202	City of Oakland	Harrison-Oakland Avenue Major Street Improvements	1	240278	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.
<b>5G. ITS/Signals</b>					
203		ITS/SMART Corridors			Ongoing implementation

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204	City of San Leandro	Traffic Signal Systems Upgrade	2	230198	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.
<b>5H Signage</b>					
205		Wayfinding Signage			Installation of effective wayfinding signage
<b>6. Local Streets and Roads Operations &amp; Maintenance (O&amp;M) Program - RTP ID # 240387</b>					
<b>6A. Pavement Rehab</b>					
206		Pavement rehabilitation			Pavement rehabilitation and resurfacing to meet local PCI targets
207	Alameda County	Pavement Rehab		240108	Pavement Rehabilitation at various locations in Alameda County unincorporated areas
208	City of San Leandro	San Leandro Local Streets & Roads Rehabilitation Project	2	240302	Rehabilitate San Leandro streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation to attain a minimum PCI average of 69.
209	City of Albany	Buchanan Overcrossing	1		Rehabilitation, includes resurfacing and traffic improvements
<b>6B. Maintenance / Operations</b>					
210		O& M for local streets and roads			Support maintenance and operations of local streets and roads infrastructure
211	City of Albany	Local Streets and Roads O&M (Solano Ave btw Masonic and Berkeley city limit)	1	240342	Solano Avenue is centrally located in Albany and is one of the two main commercial districts in the City. In 1995, the City rehabilitated the pavement and added streetscape and pedestrian improvements to the segment between San Pablo Avenue and Masonic Avenue (west of the BART track). 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.
212	City of Albany	Local Streets and Roads O&M	1	240343	Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes.
213	City of Livermore	Local Streets and Roads O&M	4	240298	Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11 Pavement Management Update Report
214	City of Newark	Local Streets and Roads O&M	3	240285	Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, restriping, base failure repair, etc.
215	City of Oakland	Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	230169	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.
216	City of Oakland	Non-Capacity Increasing Local Road Rehabilitation	1	240219	Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation



**Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County**

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	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
217	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	1	240220	Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance
<b>6C. ITS</b>					
218		SMART corridors coordination			Ongoing program operation
219	City of Livermore	I-580 SMART corridor (Local Streets and Roads) O&M - Livermore share	4	240300	Livermore's share of I-580 Smart Corridor operations and maintenance plus local coordinated signal systems
220	City of Alameda	O&M / ITS	1		Enhancing and maintaining street system in the City. This funding will also provide maintenance needs for ITS infrastructure and transit needs at bus stops.
<b>7. Highway, Freeway, Safety and Non-Capacity Improvements Program - RTP ID # 240388</b>					
<b>7A Interchange Improvements</b>					
221	City of Emeryville	I-80 Ashby Interchange	1	240318	I-80 at Ashby Avenue - Reconstruct the Ashby Avenue Interchange. The proposed interchange elements include construction of a new bridge to replace the two existing bridges and construction of two roundabouts.
222	City of Emeryville	I-80 / Powell Street Interchange Bus stops	1	240320	I-80 EB Powell Street Off-ramp Bus Bay or Additional Lane - Construct bus bays on the I-80 EB off-ramp to Powell Street and on Frontage Road near the intersection of Powell Street and Frontage Road. Optionally, the EB off-ramp may be widened to provide an additional right turn lane onto Powell Street.
223	City of Hayward	I-880/A Street Interchange Reconstruction	2	240047	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.
224		I-580 Fallon interchange improvements	4		
225		I-580 Hacienda interchange improvements	4		
<b>7B Operations incl. Ramp Metering</b>					
226		Congestion relief			Ongoing program for congestion relief on/for freeways/highways
227		Safety improvements			Ongoing program for safety improvements on/for freeways/highways

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228	ACTC MTC	Central Alameda County Integrated Corridor Mobility Program and Adaptive Ramp Metering Integrated Corridor Mobility I-880 project (580/80/880 to SR-237) – and South County LATIPs)		230091	For the I-880, I-238 and I-580 corridors in the Central County Freeway Study, install traffic monitoring (CCTV, CMS, vehicle detection systems), emergency vehicle priority, transit signal priority, adaptive ramp metering, ramp metering stations, ramp metering HOV bypass lanes, trailblazer signs, integration of arterial traffic signals, communication networks within the study limits.
<b>7C Maintenance</b>					
229		Maintenance of state highways			Maintenance of state highways and freeways
<b>7D Soundwalls</b>					
230	ACTC	Soundwalls		98208	Fulfills a countywide programmatic set aside to construct soundwalls
231	ACTC	Soundwalls - Central Alameda County Freeway Study	2	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.
232	City of Berkeley	I-80 Aquatic Park Soundwall	1	240252	Construct innovative soundwall on Interstate 80/580 at Aquatic Park between University Avenue Interchange and Ashby Avenue Interchange.
<b>7E Freeway Service Patrol</b>					
233		Freeway Service patrol			Ongoing operation of the regional Freeway Service Patrol tow-truck service
<b>7F ITS</b>					
234		Maintenance of state highways			Maintenance of state highways and freeways
<b>8. Bridge Improvements Program - RTP ID # 240389</b>					
<b>8A Bridge Replacement</b>					
235	Alameda County	High Street Bridge Replacement Project*	1	240099	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Marina Drive in Alameda and Tidewater Avenue in Oakland
236	Alameda County	Park Street Bridge Replacement Project*	1	240100	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland
237	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	2	240324	Retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.
<b>8B Bridge Expansion and Maintenance</b>					

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	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
238	City of Pleasanton	Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit)	4	240175	Bernal Bridge (west) second bridge construction.
<b>8C Bridge retrofit and repair</b>					
239	City of Alameda / Alameda County	Fruitvale Avenue Lifeline Bridge Project (rail and roadway)	1	240101	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated transit lanes, bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland

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<b>8D Bridge Operations</b>					
240	Alameda County	Estuary Bridge Operations	1	240105	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges that connect the City of Oakland and the City of Alameda.
<b>9. Transportation and Land Use Program (or PDA Program) - RTP ID # 240391</b>					
241		TOD / PDA - implementation program			Develop PDA, TOD and GOA plans and implement plan recommendations
242	ACTC	CEQA Mitigation Toolkit (for land use)			Develop a toolkit for land-use development that supports SCS
243	ACTC	TOD-streetscape: Telegraph/International Boulevard*	multi		
244	Alameda County	Castro Valley BART TOD	2		
245	BART	Station Access projects (Alameda County portion)		22675	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.
246	City of Alameda	West End Transit Hub	1		
247	City of Berkeley	San Pablo Avenue Public Improvements	1	240214	Implement the San Pablo Avenue Public Improvements Plan in Berkeley to support focused growth along designated Priority Development Area corridor.
248	City of Berkeley	Transit-Oriented Development Access Infrastructure	1	240321	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 Priority Development Areas.
249	City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program*	4	240267	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	City of Fremont	Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA	3	240258	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 streetlighting. This attractive public space will encourage pedestrian activity and serve as the cultural, civic, and entertainment center for Fremont over the next 20 years.
251	City of Livermore	PDA Enhancement / Regional Air Quality and Climate Protection Strategies	4	240256	Construct public infrastructure and enhancements to support TOD in the PDAs

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252	City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	240293	Provide funding for infrastructure support to Priority Development Areas, including the City of Newark's Dumbarton TOD Project.
253	City of Newark	Dumbarton TOD/Bay Trail Connectivity Pedestrian and Bicycle Railroad Crossing	3		
254	City of Oakland	Coliseum/Oakland Airport BART Transit Enhancements (Coliseum BART parking structure )	1	240230	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.
255	City of Oakland	West Oakland PDA/TOD Transit Enhancements*	1	240231	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.
256	City of Oakland	Fruitvale/Diamond PDA: Transit Enhancements*	1	240233	Fruitvale/Diamond PDA Transit Enhancements - Streetscape improvements including pedestrian-scaled lighting, Sidewalk and pedestrian crossing improvements, landscaping, bus shelters, and bicycle facilities.
257	City of Oakland	Eastmont Transit Center PDA: Transit Enhancements	1	240234	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.
258	City of Oakland	MacArthur BART Station PDA/TOD: Transit Enhancements*	1	240235	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.
259	City of Oakland	Lake Merritt BART Specific Plan Implementation.: Transit Enhancements*	1	240236	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.
260	City of Oakland	Broadway Valdez Specific Plan Area Transit Access Improvements	1	240323	Broadway Valdez Specific Plan Area Transit Access Improvements.
261	City of Oakland	TOD: 19th Street BART*	1		

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262	City of San Leandro	Downtown San Leandro TOD*	2	240269	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.
263	City of San Leandro	Bay Fair BART Transit Village (TOD)	2	240296	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.
264	in Berkeley	Asbhy BART TOD & Station Capacity Expansion*	1	230135	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.
<b>10. Planning and Outreach Program - RTP ID # 240392</b>					
<b>10A Planning Studies and Implementation</b>					
265		Planning studies for corridors, specified areas, programs and projects			Ongoing program. Examples of potential studies include: corridor studies, PDA/GOA plans, freight-movement, etc
266	ACE	Altamont Corridor Acquisition & Development/Short Haul Freight (Planning and Environmental phase)		240276	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.
267	ACE	Marketing strategies study		240299	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.
268	ACE	Northern California Mega Region Rail Plan		240301	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.
269	City of Berkeley	West Berkeley Circulation Master Plan Implementation	1	240229	Implement multi-modal access and circulation projects identified in West Berkeley Circulation Master Plan and West Berkeley Project Environmental Impact Report.
<b>10B Promotion/Outreach and Education about Transit, Bike, Walk, Multimodal Access (incl SR2T)</b>					
270		Outreach/Promotion/Education			Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs

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<b>10C Multi-Lingual Educational Materials</b>					
271		Multi-lingual outreach			Creating non-English (and culture-sensitive) versions of transportation marketing and education materials
<b>10D School Promotion</b>					
272		Outreach to schools/ students			Outreach to schools and school districts for promoting alternative modes, as well as coordination in land-use/ PDA development
<b>11. Transportation Demand Management (TDM) and Parking Management Program - RTP ID # 240393</b>					
<b>11A Parking programs</b>					
273		Parking programs / projects			Parking upgrades (infrastructure, equipment)
274		Parking Management/Policies			Parking policies, demand management, pricing, unbundling, etc
275	City of Berkeley	Downtown Berkeley Transit Center Parking Facility	1	240215	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 travellers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles.
276	City of Oakland	Parking Management	1	240239	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.
277	City of Pleasanton	Park and Ride construction on Bernal Avenue	4	240165	Construction of a 100 stall park and ride facility adjacent to the Bernal at I-680 interchange
<b>11B Transit Cards</b>					
278		Transit cards			Examples include Clipper card, Discounted fares, multi-purpose smartcards, etc
<b>11C School Programs</b>					
279		Safe Routes to School implementation			Ongoing program implementation
280	City of Oakland	Local Road Safety - Neighborhood Traffic Safety Program and Safe Routes to Schools programs	1	240223	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)
281	In city of Alameda	Expand the Safe Routes to Schools Program	1		
<b>11D GHG Reduction</b>					
282		GHG reduction			Supports local Climate Action Plans, SCS, or addresses sea-level change
<b>11E TDM (i.e. GRH, 511)</b>					
283		Guaranteed Ride Home Program			Ongoing program implementation
284	ACTC	Develop Countywide TDM/parking guidelines/ technical assistance program			

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285	City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	230122	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.
286	City of Oakland	Transportation Demand Management (Downtown)	1	240238	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
<b>11F Pricing Programs</b>					
287		Pricing programs			Examples include congestion pricing, HOT lanes, variable parking fees
<b>11G Shuttles, Streetcars - Alternatives to Fixed Transit)</b>					
288		Shuttles			Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program
289	ACE	ACE Connecting Shuttle Services		240303	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.
290	in Oakland	Senior Shuttle Expansion	1		City of Oakland or Bay Area Community Services (BACS) O&M Costs \$85K/year
291	in W. Oakland	Youth library shuttle-W. Oakland	1		\$50-60K/Year
<b>11H Carsharing</b>					
292		Carsharing			
293		Auto Loan Program - CBTP element			
<b>11i Education and Marketing</b>					
294		Education and Marketing			Examples include real-time transit information, 511, etc
<b>11J Travel Training</b>					
295		Travel training			Programs to educate people how to use transit , tailored to their needs
<b>12. Goods Movement Program - RTP ID # 240394</b>					
296		Goods Movement Program			Improvements in support of freight transportation to support economic vitality
<b>12A Truck Parking</b>					



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297	ACTC	Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study)		230117	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.
<b>12B Port Operations Improvements</b>					
298	Port of Oakland	Shore power for ships at the Port of Oakland	1	240190	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.
<b>12C Truck Impacts to Local Streets - Improvements For</b>					
299	City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	1	240280	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.
<b>12D Truck Routing</b>					
300	City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation	1	240237	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.
<b>12E Freight Operations Improvements (rail, roads, port)</b>					
301		Truck Services at Oakland Army Base (ROW)	1		\$20 million (land costs only)
<b>13. Priority Development Area (PDA) Support - Non-Transportation Program - RTP ID # 240395</b>					
302		Non-transportation infrastructure in PDAs			Includes utilities, sewers, drainage to support development in PDAs
<b>14. Environmental Mitigation Program - RTP ID # 240396</b>					
303		Environmental Mitigation for major projects			Examples include off-site mitigations, banking
<b>15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397</b>					
304	Stopwaste.org	Transportation Energy from Waste			
305		Alternative and sustainable fuel sources - use of			
306		Alternative Fuel stations - comprehensive network of			

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TABLE 3 - Draft Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects for Alameda County											
#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)		
COUNTYWIDE LOCAL PROJECTS											
1	AC Transit	AC Transit East Bay Bus Rapid Transit (BRT)	Makes major transit improvements to the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include: dedicated lanes, traffic signal priority, new transit stations, boarding platforms, pre-paid boarding.	Bus rapid transit	multi	\$211.0	38.7	0	173.1		
2	AC Transit	AC Transit Grand-MacArthur BRT	Provides for major transit improvements to one of the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include queue jump lanes and peak period travel lanes, traffic signal priority, new transit stations or boarding platforms, real-time passenger information and rider amenities.	Bus rapid transit	1	\$36.0			3.6	33	0
3	AC Transit	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	To expand AC Transit transfer centers for express and local bus service in Central Alameda County (including Park and Ride lots near Southland Shopping Center or Chabot College) and Northern Alameda County (including downtown transit center at Center/Shattuck in Downtown Berkeley).	Local bus	1,2	\$40.0			10	30	0
4	ACTC	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	Constructs HOV/HOT lanes on I-680 from Route 237 to Route 84 in Santa Clara and Alameda Counties, including ramp metering throughout the project limits.	Freeway	3	\$203.6			0	182.1	21.5
5	ACTC	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	Construct a HOV/HOT lane on I-680 from Route 84 to Alcosta Blvd	Freeway	4	\$136.4			0	136.4	0
6	ACTC	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	Constructs HOV/HOT lane on I-680 from Alcosta Blvd to Route 84	Freeway	4	\$136.4			0	136.4	0
7	ACTC	I-580 WB Express Lane from Greenville Road to Foothill Blvd	Convert the I-580 Westbound HOV Lane to an Express Lane Lane from Greenville Road in Livermore to San Ramon Rd./Foothill Rd in Dublin/Pleasanton. Access limited to designated ingress/egress points.	Freeway	4	16.5			0.0	12.1	4.4
8	ACTC	I-580 widening for HOV and Aux Lanes EB from Hacienda Rd to Greenville Rd and WB from Greenville Road to Foothill/San Ramon Rd	Widen I-580 in both directions to add HOV and auxiliary lanes.	Freeway	4	\$291.3			0	0	291.3
9	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 1 lanes between I-238 and Hegenberger	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1. Both phases would be converted to HOT lanes. Phase 1 includes two additional LATIP projects that would be done concurrently with the HOV/HOT lane extension: Washington Avenue Interchange improvements and bridge widening and I-238 Northbound Connector Project.	Freeway	1, 2	\$207.6			30	177.6	0

Note - \* indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
10	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 2 -lanes north from Hacienda Ave	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1.	Freeway	2	\$68.4	0	68.4	0
11	ACTC	SR 84 / I-680 interchange and SR 84 Widening*	Construct interchange improvements for the Route 84/I-680 Interchange, widen Route 84 from Pigeon Pass to I-680 and construct aux lanes on I-680 between Andrade and Route 84.	Freeway	3	\$244.0	0	244	0
12	ACTC	I-238 HOV/HOT lane	Widen I-238 between I-580 and I-880 from 6 lanes to 8 lanes to accommodate an HOV/HOT lanes in both directions. Project would include HOV/HOT connectors at the I-238/I-880 and I-238/I-580 interchanges.	HOV/HOT Lane	2,4	\$216.0	0	216	0
13	ACTC	I-580 EB Express (HOT) Lane from Hacienda Road to Greenville Road	Convert existing eastbound HOV lane to a two lane Express Lane Facility.	Freeway	4	\$19.0	0	0	19
14	ACTC	I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Freeway	4	\$40.0	0	0	40
15	ACTC	East-West Connector Project in North Fremont and Union City	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Major arterial	2	\$190.0	83.3	0	106.7
16	ACTC	I-580/I-680 Improvements (NB I-680 to WB I-580)	Provide a northbound 680 to westbound 580 connector and widen the existing westbound I-580 to southbound I-680 loop ramp as a first phase of the interchange improvement project. Includes EB BART bus ramp.			528.0	0.0	528.0	0.0
17	ACTC	I-880 at 23rd/29th Avenue interchange safety and access improvements	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a soundwall.	Freeway	1	\$97.6	3.3	0	98.5
18	ACTC	I-580/I-680 HOV Direct Connector - Project Development*	(Project development to ) construct HOV Direct Connectors at I-580/I-680 Interchange (includes Options 1 & 2 from PID document)	Freeway	4	\$1,167.0	17.2	\$1,149.8	0
19	ACTC	SR 84 Expressway Widening (Pigeon Pass to Jack London)*	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Blvd.; and from 2 lanes to 6 lanes from Stanley Blvd. to Jack London Boulevard.	Expressway	4	\$136.5	10	0	126.5
20	ACTC	I-880 NB and SB auxiliary lanes	NB and SB 880 between West A and Winton, and NB 880 between A Street and Paseo Grande. To reduce weaving conflicts between through traffic and exiting traffic at A Street or at Winton Avenue.		2	15.4	0	0	15.4
21	ACTC	I-880 Auxiliary Lanes between Whipple and Industrial Parkway West	Construct Auxiliary Lanes on NB and SB I-880 between Whipple Road and Industrial Parkway West. NB lanes between Industrial Parkway and Alameda Creek SB lanes between Industrial and Whipple Road		2	9.5	0	0	9.5

Note - \* indicates project identified in Outreach

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22	ACTC /City of Berkeley	I-80 Gilman Street Interchange Improvements	Reconfigure Interstate 80/580 at Gilman Avenue Interchange to providing dual roundabouts to reduce congestion and increase safety at IC of I-80, Eastshore Highway and West Frontage Road.	Freeway to Local Arterial I/C	1	25.2	23.8	0.0	1.4
23	ACTC/ City of Fremont	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave.		3	19.5	19.5	0.0	0.0
24	Alameda County	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)*	Reconfigure lanes to improve traffic circulation and reduce traffic congestion.	Local interchange	2	5.0	0.0	5.0	0.0
25	BART	BART Hayward Maintenance Complex	PHASE 1: The Hayward Yard Maintenance Complex ("HMC") will include acquisition and use of four warehouses outside of the current west boundary of the yard. The three of these four existing warehouse structures that are proposed for Component Repair, Central Warehouse, and M&E use would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches. Phase 2: Storage Tracks will be provided for up to 250 vehicles East side of the Hayward Yard. Including additional connecting track, track crossovers, and switches. A flyover will be provided access to and from storage tracks to mainline tracks.	Commuter rail/Urban heavy rail	2	\$585.0	0	579.7	5.3
26	Caltrans	I-880 NB HOV lane extension from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	Extend HOV Lane on NB I-880 from existing HOV terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to the SFOBB toll plaza.	Freeway	1	\$19.0	0	0	0
27	Caltrans	I-880 widening for SB HOV lane from Hegenberger Rd to Marina Blvd (reconstruct bridge at Davis St. and Marina Blvd.)	Constructs HOV lanes on I-880: SB from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	Freeway	2	\$108.0	0	0	108
28	Caltrans	SR 84 WB HOV on ramp from Newark Blvd	Route 84 westbound HOV on-ramp from Newark Boulevard	Freeway	3	\$12.8	0	0	0
29	Caltrans	SR 262 (Mission) widening from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262(Mission Boulevard)/Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Freeway	3	\$58.1	0	0	0

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30	City of Alameda	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	The project includes expansion and realignment of MSD to accommodate access by AC Transit busses and car sharing. Other project components enhancing access to the West End Transit hub include signal modifications, pedestrian, and bicycle improvements.		1	4.4	0.0	4.4	0.0
31	City of Alameda/City of Oakland	I880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London Square Transit Access	1. Offers Transit access (BRT) between the cities and the PDAs by constructing a Bus Rapid Transit (BRT) facility from Alameda Naval Station PDA to 12th Street BART station with a goal to provide 15-minute headways. 2. Reduces freeway weaving at I-880/I-980 interchange, enhances pedestrian access in Oakland near Chinatown Senior Center. 3. Provides multimodal access and enhances goods movement on I-880 and into Oakland and Alameda by providing new on-ramp at Market Street at 6th Street and an off-ramp at Martin Luther King Way and 5th Street. 4. Reduces operational deficiencies for all vehicle movement between the cities of Alameda and Oakland through the Posey and Webster Tubes and in downtown Oakland. 5. Develops bike and pedestrian improvements to enhance connectivity between Chinatown and Jack London Square. 6. Provides a Park and Ride Facility along Mariner Square Drive in Alameda near the Posey Tube entrance. 7. Incorporates Intelligent Transportation Systems along the freeway and on major arterials including Webster Street and Ralph Appezzatto Memorial Parkway in Alameda; and 6th Street, 5th Street, Broadway, Harrison Street, and 7th Street in Oakland. The ITS elements will provide traveler information, quicker response to emergencies and reduce delays by better managing the non-recurring congestion due to incidents. 8. Implements sustainability principles in design, construction, and	multi	1	\$189.3	0	178.2	8.1
32	City of Dublin	Dougherty Road Widening from Sierra Lane to North city Limit	This project proposes to widen approximately 1.9 miles of Dougherty Road from Sierra lane to North City Limit. The project will widen the existing 4-lane roadway to 6 lanes, construct Class II bicycle lanes, landscaped median and street lighting.	Major Arterial	4	18.4	11.0	0.0	7.4
33	City of Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court	This project proposes to widen Dublin Boulevard from Sierra Court to Dublin Court in the City of Dublin. The project includes widening of Dublin Boulevard from 4 to 6 lanes, construction of Class II bike lanes and median landscaping.	Major Arterial	4	4.2	3.5	0.0	0.7

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34	City of Dublin	I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four-lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left-turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left-turn lane.	Local interchange	4	37.6	16.0	0.0	21.6
35	City of Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	This project will extend and widen Scarlett Drive from Dougherty Road to Dublin Boulevard and relocate Iron Horse Trail along Scarlett Drive located in the City of Dublin.	Collector	4	12.8	12.8	0.0	0.0
36	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	Add a 350' long west bound exclusive left turn lane on the Powell Street Bridge at the intersection of Christie Avenue. This will be the second westbound left turn lane at Christie.	Major Arterial	1	\$4.8	0	4.8	0
37	City of Fremont	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	Widening of Auto Mall Parkway from four to six lanes including intersection improvements and widening of bridge over UPRR.	Major arterial	3	24.4	24.4	0.0	0.0
38	City of Fremont	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks	Freeway/Major Arterial	3	78.0	0.0	0.0	78.0
39	City of Fremont	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	Extend Fremont Boulevard (four-lane roadway with Class II bike lanes on both side and construction of portion of the Bay Trail (Class I bike facility)) on the west side of the roadway) from its southerly terminus at Lakeview Boulevard to connect with Dixon Landing Road in Milpitas.	Major arterial	3	47.8	47.8	0.0	0.0
40	City of Fremont	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection.	Major arterial	3	4.6	4.6	0.0	0.0
41	City of Fremont	Upgrade Relinquished Route 84 in Fremont	1) Widen Peralta Blvd from 1 lane each direction to 2 lanes and a bike lane each direction between Fremont Blvd and Paseo Padre Pkwy, and between Paseo Padre Pkwy and Mowry. 2) Widen Mowry Ave from 1 lane each direction to 2 lanes and a bike lane each direction between Thane St and Mission Blvd and reconstruct 2 railroad bridges to accommodate the widened roadway.	Major arterial	3	43.3	46.2	0.0	0.0

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42	City of Fremont	Kato Road widening from Warren Ave. to Milmont	Widen Kato Road to provide a three lane street with bike lanes from north of Auburn Street to where frontage improvements are in place on both sides of the street west of Milmont Drive.	Major arterial	3	12.3	12.0	0.0	0.2
43	City of Hayward	Clawiter-Whitesell Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Construct a new diamond interchange at SR 92 and Whitesell Street which would be extended to the south of the freeway to form a T intersection with Clawiter Road. The project would provide a new on ramp from southbound Clawiter Road to SR 92 westbound on a bridge over the SR 92 westbound off ramp to Whitesell Street	Local interchange	2	52.0	0.0	0.0	52.0
44	City of Hayward	I-880 Industrial Parkway Interchange	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880.	Freeway	2	43.0	0.0	0.0	43.0
45	City of Hayward	SR 92 Industrial interchange	Widen the westbound to southbound loop off ramp and local street contorm and striping improvements on Industrial Boulevard to accommodate the existing lane	Local interchange	2	6.0	0.0	0.0	6.0
46	City of Hayward	I-880 West A Street Interchange*	Reconstruct interchange tio accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.	Local interchange	2	27.0	0.0	0.0	27.0
47	City of Hayward	I-880 Winton Avenue interchange improvements	Reconstructing ramps to create a partial cloverleaf interchsnge with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp intersection.	Local interchange	2	25.0	0.0	0.0	25.0
48	City of Livermore	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway*	Construct a 4-lane arterial connection between the future easterly end of Dublin Boulevard in the City of Dublin and the westerly end of North Canyons Parkway in the City of Livermore. This project, along with planned improvements within the City of Dublin, would complete the freeway reliever route along the north side of I-580 between I-680 and Route 84 (Isabel Avenue). A 2-lane connection could be constructed as an initial phase.	Major Arterial	4	12.0	0.0	0.0	12.0
49	City of Livermore	Greenville Widening	Widen Greenville Road from 2 to 4 lanes between I-580 and Patterson Pass Rd.	Major Arterial	4	10.0	5.0	0.0	5.0
50	City of Livermore	I-580 First St. interchange	Reconstruct and modify Interchange.	Local interchange	4	40.0	5.0	0.0	35.0
51	City of Livermore	I-580 Greenville interchange	Reconstruct and modify Interchange.	Local interchange	4	46.0	9.0	0.0	37.0
52	City of Livermore	I-580 Isabel Phase II interchange	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Freeway to Freeway interchange	4	30.0	4.8	0.0	25.2
53	City of Livermore	I-580 Vasco interchange	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes bewteen Northfront Road and Las Positas Road, and other local roadway improvements.	Local interchange	4	60.0	8.4	0.0	51.6

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54	City of Livermore	Las Positas Road Connection, Phase 2	On Las Positas Road from Arroyo Vista to 1,500' west of Vasco Road; Construct 2 lane gap closure.	Major Arterial	4	3.5	0.0	0.0	3.5
55	City of Newark	Thornton Avenue Widening	Widen Thornton Avenue from two lanes to four lanes between Gateway Boulevard and Hickory Street, a distance of approximately 5,000 feet.	Major Arterial	3	9.2	8.8	0.0	0.4
56	City of Oakland	I-880: 42nd/High Street Access Improvements	The project consists of extending and aligning 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widening High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realigning E. 8th Street near Alameda Avenue; and extending and realigning Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. On High Street, the limits of construction are approximately 600 feet (190 meters) to west of I-880 and 500 feet (150 meters) to the east of I-880. On 42nd/Alameda Avenue, the limits of construction are approximately 1,000 feet (290 meters) to the west of I-880. Improvements are also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Wy.	Local interchange	1	17.1	11.2	0.0	5.9
57	City of Oakland	Oakland Army Base Transportation Infrastructure Improvements	Infrastructure improvements at the former Army Base include: reconstructing Maritime Street to permit direct access between the marine terminals west of Maritime and the railyard to the east; realigning Burma Road and Wake Avenue to improve circulation and land utilization at the Army Base; a new access road to reduce traffic conflicts between Port-related truck traffic and visitors to the planned regional park at the east touchdown of the San Francisco-Oakland Bay Bridge; and replacement of utilities in the public right-of-ways to enable development of the Army Base.	Major Arterial	1	208.6	114.9	0.0	93.9
58	City of Oakland	7th Street Grade Separation & Roadway Improvement Project	The Outer Harbor Intermodal Terminals project will construct new tracks across 7th and Maritime Streets between the Port's Joint Intermodal Terminal and the Oakland Army Base. The 7th Street Grade Separation & Roadway Improvement Project will grade separate those new railroad tracks from roadway traffic. The 7th and Maritime Street intersection will be reconfigured and the roadway will be elevated above the planned railroad tracks. The project limits are the 7th Street & I-880 interchange, the 7th and Middle Harbor Road intersection, and an approximately 1,500-foot section of Maritime Street north of 7th Street.	freight rail, intercity rail	1	220.5	110.3	0.0	220.5
59	City of Oakland	Harrison-Oakland Avenue Major Street Improvements	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.	Vehicles, bikes, pedestrians, bus services	1	12.4	3.3	8.4	0.7

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60	City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development	Multi	1	157.0	12.0	145.0	0.0
61	City of Oakland	Tidewater District Street Reconstruction	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets).	Multi	1	4.6	1.0	3.6	0.0
62	City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.	Truck Traffic	1	11.5	2.5	9.0	0.0
63	City of Pleasanton	I-680 Bernal Interchange improvements	Project includes widening of the diagonal NB on ramp, with street widening of Bernal to allow bike lanes and pedestrian improvements for each direction under the existing structure. These widenings will include construction of auxiliary lanes to and from the north.	Local interchange	4	4.0	0.0	0.0	4.0
64	City of Pleasanton	El Charro Road Construction	Extends El Charro Road as a 4 lane divided roadway with landscaped median, six foot bike lanes and pedestrian pathway. The extension is from El Charro Road's current terminus of Stoneridge Drive southerly to Stanley Boulevard	Major Arterial	4	49.0	49.0	0.0	0.0
65	City of Pleasanton	I-580 /Foothill/San Ramon Interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Local interchange	4	3.6	1.1	0.0	2.5
66	City of Pleasanton	I-580 Santa Rita Interchange improvements	This project will reconstruct the southbound approach of Santa Rita at Pimlico/ I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp.	Local interchange	4	2.5	2.0	0.0	0.5
67	City of Pleasanton	I-680 Stoneridge Drive overcrossing widening	Construction of an additional westbound lane on the Stoneridge Drive at I-680 overcrossing.	Major Arterial	4	4.8	4.0	0.0	4.8
68	City of Pleasanton	I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Signalization and ramp improvements at the Sunol Boulevard at I-680 Interchange		4	1.2	1.2	0.0	0.0
69	City of Pleasanton	Stoneridge Drive Extension	Extend Stoneridge Drive in Pleasanton from its current eastern terminus at Trevor Parkway to El Charro Road. Construct six traffic signals as part of the project to allow safer local access to the roadway.	Major Arterial	4	16.2	0.0	0.0	16.2
70	City of San Leandro	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	This project adds an additional left turn lane on northbound Hesperian Blvd to northbound East 14th Street, an additional left turn lane on southbound East 14th Street to eastbound 150th Street and a bus loading lane on southbound East 14th Street between Hesperian Blvd and 150th Street.	Major Arterial	2	6.6	0.0	0.0	6.6
71	City of San Leandro	I-880 Davis Street Interchange	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements	Local interchange	2	10.2	0.0	0.0	10.2
72	City of San Leandro	I-880 Marina Boulevard Interchange	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements	Local interchange	2	31.8	0.0	0.0	31.8

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73	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	Construct Eden Road, Marina Blvd widening from Teagarden to Alvarado, Polvorosa Ave extension, and new rail crossing at east end of Aladdin Ave and its intersection with Washington Ave, Lewelling Washington Intersection improvements	Arterial and Collector	2	11.0	0.0	11.0	0.0
74	City of Union City	I-880 / Whipple Road Interchange Improvement	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Local interchange	3	60.0	60.0	0.0	0.0
75	City of Union City	Grade Separation in the Decoto neighborhood	In conjunction with the grade separation over Decoto Road (RTPID #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto.	Collector	3	130.0	130.0	0.0	0.0
76	City of Union City	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway), and a passenger rail station at Union City BART.	Commuter rail/Urban heavy rail	3	180.0	51.5	0.0	128.5
77	City of Union City	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward	Major Arterial	3	10.0	10.0	0.0	0.0
78	City of Union City	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	Widen and enhance Whipple Road from I-880 in Hayward to Mission Boulevard in Union City. Improvements include bicycle and pedestrian improvements; roadway widening to accommodate two lanes of traffic in both directions, replace the existing 2-lane bridge over BART; provide additional capacity from Central Avenue to Mission Boulevard.	Major Arterial	3	100.0	100.0	0.0	0.0
79	City of Union City	Union City Intermodal, Phase 1	Fulfills Phase 1 of this project, the essential first step of making the Union City BART Station a two-sided station accessible to a 30-acre TOD site (former PG&E site). It constructs pedestrian grade separations under the BART and UPRR tracks and reconfigures the existing BART Station to provide a new multi-modal Loop Road, a Bus Transit Facility providing 16-bus bay capacity with transit amenities, a Decoto Connector Road, and reconfigures BART surface parking lots and replacement BART parking on the Agency owned TOD site.	Intermodal	3	33.9	0.0	0.0	0.0
80	City of Union City	Oakland Subdivision acquisition (Fremont to Oakland) rail ROW preservation*	Acquisition of the Oakland Subdivision from Niles Junction to Fruitvale to facilitate passenger rail connection to the Intermodal Station in Union City and improve pedestrian, bicycle, bus and vehicular circulation; and preservation of right-of-way for the East Bay Greenway from Hayward BART to Fruitvale BART to facilitate a pedestrian and bicycle spine in the urban core.	Commuter rail/Urban heavy rail	Multi	135.0	100.0	0.0	35.0
81	City of Union City	Union City Intermodal Station infrastructure improvements (Phase 2)	Continue to expand and reconfigure the BART Station to establish the free pedestrian pass-through that will interface with the new passenger commuter rail station to serve Dumbarton Rail, Capitol Corridor and ACE, and connect to the adjacent TOD. Improvements include relocation and replacement of elevators and fair gates, new agent booth, bike and pedestrian accessways.	Other intermodal improvements	3	25.5	6.3	0.0	19.2

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82	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT)	The Outer Harbor Intermodal Terminal (OHIT), a proposed intermodal rail facility and surrounding trade and logistics park, is planned to be located on the former Oakland Army Base. The proposed OHIT project will provide an expanded intermodal terminal for the Port, warehouses, a truck parking lot, and other improvements in and around the former Oakland Army Base. The project is bounded by 7th Street to the south, Maritime Street to the west, the EBMUD wastewater treatment plant to the north, and Union Pacific right of way to the east.	Freight rail	1	216.7	46.3	0.0	170.4
83	Port of Oakland	Wharf Replacement and Berth Deepening at berths 60-63	Replace the existing concrete wharf at berths 60-63, and deepen the adjacent vessel berthing area to -50 feet. The work will include embankment stabilization as well. The project is located at berths 60-63, which is part of the Global Gateway Central terminal operated by Eagle Marine Services. The terminal is located at 1579 Middle Harbor Road, Oakland, CA 94607	Water	1	170.0	170.0	0.0	0.0
84	Port of Oakland/MT C	Martinez Subdivision	The Martinez Subdivision (Martinez) consists of the UP Right-of-Way (ROW) from the Port of Oakland (Port) to the Suisun Bay railroad bridge spanning the Carquinez Strait (Railroad mile post (mp) 2.75 through mp 31.0). The proposed project includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track.	Freight/passenger rail	1	\$100.0	0	100	0
<b>SUB TOTAL</b>						<b>\$7,622.1</b>	<b>\$1,445.3</b>	<b>\$3,962.9</b>	<b>\$2,210.0</b>
<b>REGIONAL AND MULTI-JURISDICTION PROJECTS</b>									
85	AC Transit	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	AM Peak contra flow lanes on Eastbound Lanes of San Francisco-Oakland Bay Bridge - HOT and bus only. See #230605 for the complementary Grand/Maritime HOV/Bus On-ramp component.	Express Bus	1	610.5	5	605.4	
86	ACE	Right-of Way Preservation and track improvements in Alameda County	This project is proposed to acquire the Right-of-Way, PS&E, and EIR/EIS clearance for ACE Service between Stockton and Niles Junction and complete track improvements on the ACE operational corridor. Project will also expand Alameda County Station Platforms to accommodate six car trains-sets.	Commuter rail/Urban heavy rail	4	600.0	75.0	0.0	75.0
87	ACE	Platform Extension at Alameda and San Joaquin Co. ACE Stations	Extend platforms at Alameda and San Joaquin County ACE Stations to accommodate longer train sets.	Commuter rail/Urban heavy rail		5.0	5.0	0.0	0.0
88	ACTC	I-580 Corridor ROW Preservation	The project will identify and acquire the ultimate Right of Way (ROW) along the I-580 corridor from Hacienda Drive to Vasco Road Interchange to accommodate a transit corridor in the median of I-580.	Transit	4	\$120.7	0	0	120.7

Note - \* indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
89	ACTC/SamTr	Dumbarton Rail Corridor Phase I*	Phase I of the Dumbarton Rail Corridor Project involves the implementation of two separate project elements which are critical to the long term objective of the provision of a regional Transbay rail service: 1. The implementation of an enhanced Transbay express bus service to provide a high level of service and improved performance. It consists of: i. Peak period – bi directional service – 30 minute service frequency between Union City and Redwood City with enhanced station stops and transit priority treatments to expedite service. ii. Peak period – bi-directional service – 15 minute service frequency - Union City to Stanford Research Park – with transit priority treatments. iii. Peak period – bi-directional service – 15 minute service frequency - Fremont to Stanford University - Park – with transit	Express Bus	3	108.5	63	0	45.5
90	ACTC/SamTr	Dumbarton Rail Corridor Phase II*	frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). 2. Rail Shuttle (Union City – Redwood City) – Bi-directional peak period – 15 minute frequency service between Union City – Redwood City. A new exclusive DRC connection would be provided to the Redwood City Station and a new platform would be constructed. C. Combined Original Project + Rail Shuttle – A combination of alternatives b and c – this alternative would consist of two components: i. Peak period- peak direction only – 60 minute frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). ii. Bi-directional peak period – 30 minute frequency service between	Commuter rail/Urban heavy rail	3	770.1	511.2		258.9
91	BART	BART to Livermore Extension*	Provides a rail extension from the existing station at Dublin/Pleasanton easterly to downtown Livermore and Vasco Road. Selected alignment alternative is in the I-580 median from Dublin/Pleasanton to approximately Isabel Avenue, then in a subway configuration through downtown Livermore, then in an at-grade configuration to Vasco Road. Project includes and yard and shop, and vehicle procurement.	Commuter Rail	4	4177		4033	
92	BART	BART to Livermore extension Phase 1*	This project is the first phase of a multi-phase extension of BART transit service eastward from the existing Dublin/Pleasanton station, through downtown Livermore to a terminus at Vasco Road in Livermore. Phase 1 project may consist of a partial BART extension in combination with other modes. Additional and/or interim station sites as well as near-term service using other transit modes may be used to enable project phasing. Project will include yard and shop facilities as part of Phase 1 or later phases.	TBD - potentially urban rail and express bus	4	\$143.0	0	0	143

Note - \* indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
93	BART	BayFair Connection (Capacity Improvements "Wye" project)	This project will modify the BART Bay Fair Station and approaches to construct a third station track and a second passenger platform, and associated crossovers, switches and other trackage, both north and south of the station. In addition to adding the platform and trackage, modifications will be needed to the train control system, some BART maintenance trackage, and other systems	Commuter rail/Urban heavy rail	Multi	\$150.0	0	150	0
94	BART	BART-Oakland International Airport Connector	Establishes a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport.	Automatic People Mover	1	\$484.1	105.7	0	378.4
95	BART/City of Fremont	BART Warm Springs extension	Extends BART to Warm Springs. The one-station, 5.4-mile extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces.	Commuter rail/Urban heavy rail	3	\$890.0	0	0	890
96	City of Fremont/ BART	Irvington BART Station*	Construct a new BART station in Irvington Area PDA in Fremont	Intercity rail	3	123.0	0.0	0.0	123.0
97	Caltrans	I-580 Eastbound Truck Climbing Lane	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Freeway	4	\$64.2	0	0	64.2
<b>SUB TOTAL</b>						<b>\$8,246.1</b>	<b>\$764.9</b>	<b>\$4,788.4</b>	<b>\$2,098.7</b>

Note - \* indicates project identified in Outreach

<b>TABLE 4 - Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects dropped</b>		
<b>Public Outreach Projects for which Sponsors have not been Identified</b>		
<b>#</b>	<b>Project Name</b>	<b>Planning Area</b>
1	SR-84 / I-680 HOV Direct Connectors	4
2	Altamont Rail Corridor Safety and Speed Improvements	3,4
3	Cross-platform transfer BART/ACE at Livermore Station	4
4	Double track UP/ACE rail line Tracy to Livermore	4
5	Extend BART to ACE/Livermore and I-580 Greenville Station	4
6	I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1
7	I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2
8	I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4
9	I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4
10	I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4
11	I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4
12	I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4
13	I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4
14	I-580 First Street Interchange - reconstruct	4
15	I-580 Greenville Rd. Interchange reconstruct	4
16	I-580 Hacienda Drive Interchange reconstruct	4
17	I-580 Spot intersection capacity improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Redwood Rd. & I-580 WB off / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	2, 4
18	I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	1
19	I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1
20	I-80 Powell St.: widen eastbound off-ramp	1
21	I-80 WB Gilman Ave. off-ramp: add 3rd lane	1
22	SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1
23	SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4
24	I-880 Hesperian interchange improvements	
25	Additional BART parking Capacity at upstream (SR24?) stations. Increase bus transit access to the BART Stations within the SR 24 corridor and BART system-wide operational improvements.	1
26	Union City - Capitol Corridor stop (Intermodal station.)	3
27	BART Transbay Tube (Second)	1
28	Ardenwood widening near Paseo Padre	3
29	Decoto Rd (congestion relief, safety)	3
30	Fremont @ Peralta grade separation	3
31	Grade Separation of rail crossings at major roadways	Multi
32	High Speed Rail/Altamont Corridor Rail	4
33	I-680 / Mission Blvd South interchange	3
34	I-680 Automall (congestion relief/safety)	3
35	I-680 NB HOT lanes	3, 4

#	Project Name	Planning Area
36	I-80 improvements for freeway efficiency	1
37	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3
38	I-680 / I-880 connector/flyover	3
39	I-880 HOT lanes	Multi
40	I-880 Industrial NB off-ramp	2
41	Intergrated Corridor Mobility	Multi
42	Short Haul Rail improvements to reduce truck volumes on freeways	Multi
43	SR 84 connector btw I-580 and I-680 (potential toll corridor)	3
44	Thornton Ave, Peralta (congestion relief, safety)	3
45	Truck bypass in Central County to facilitate goods movement	2
46	Whipple Rd widening/improvements btw I-880 and Central	2
47	EBRPD Tassajara Creek trail	4
48	Extend BART to ring the bay	Multi
49	I-238 : Add 4th lane on I-238/Altamont for trucks	Multi
50	I-238 to go south & traffic to go SSB to I-880 (?)	2
51	I-580 Fallon interchange improvements	4
52	I-580 Hacienda interchange improvemets	4
53	I-880 NB from Whipple in Union City – congestion management in corridor	3
54	Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4
55	Capacity Improvments for Goods Movements and Rail	multi
56	Cheaper BART Alternative	Multi
57	Increased Regional Rail Service	Multi
58	Improvements at Davis St (San Leandro)	2
59	Downtown San Leandro Bypass	2
60	I-880 auxiliary lane from Whipple Road to Industrial Parkway	2
61	I-880 auxiliary lane West A to Winton	2
62	I-880 Industrial interchange improvements	2
63	Planning dollars to remove I-980	1
64	SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	
<b>PROJECTS FROM 2008 CWTP IDENTIFIED TO BE DROPPED</b>		
1	I-880/Oak Street On Ramp Re-construction	
2	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4
3	I-580 WB auxiliary lane from First to Isabel	4
4	I-580 on- and off-ramp improvements in Castro Valley	
5	Construct street extension in Hayward near Clawiter and Whitesell Streets	
6	New West Dublin Station	4
7	I-80 : SFOBB HOV Bypass at left side of toll plaza	1
8	SR 84 WB HOV lane extension from Newark to I-880	3
9	I-880 / SR 262 reconstruct interchange and widen I-880 from SR 262 (Mission Blvd.) to the Santa Clara county line from 8 lanes to 10 lanes (8 mixed fow and 2 HOV lanes)	3



#	Project Name	Planning Area
10	I-238 widening between I-580 and I-880 from 4 lanes to 5 lanes, auxiliary lanes on I-880 between I-238 and "A" St	2
11	Ed Roberts Campus at Ashby BART Station	
12	Capitol Corridor & ACE	3
13	Washington/Paseo Padre Parkway Grade Separation	3
14	I-880 Industrial parkway Interchange Phase 2	2
15	I-580 Isabel interchange improvements, Phase 1	4
16	Washington Avenue/Beatrice Street Interchange Improvements	
17	Springtown to Livermore Rapid	4
18	Stanley/Murdell Park and Ride	4
19	North Airport Air Cargo Access Road Improvements, Phase 1	
20	Truck Parking Facilities in North Alameda County	1
21	Downtown Shuttle/Weekend Winery Shuttle for LAVTA	4
22	Paratransit Expansion Buses - LAVTA	4
23	West Jack London Boulevard Extension	4
24	Livermore-Dublin Bus Rapid Transit	4

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
<b>1. Bicycle and Pedestrian Program</b>		
<b>Implementation of Countywide and Local Bicycle and Pedestrian Plan projects and program</b>		
1		Bike and pedestrian access to transit
2		Bike and pedestrian connections/connectivity
3		Grade separations/gap closures of rail and freeways for bike/pedestrian
4		Safety improvements, including lighted crosswalks, bicycle detection (signals)
5		East County - implement bike connections between Dublin, Pleasanton and Livermore
6		Wayfinding signage for bikes and pedestrians
7		Share the Road safety/education campaign
8		Maintenance for bike/pedestrian infrastructure
9		Promotion of biking and walking
10		Bikesharing program
11		Bike parking
12		Bikes on transit
<b>Location specific suggestions for bike and pedestrian improvements</b>		
13	in Berkeley	I-80 Gilman undercrossing gap closure
14	in Castro Valley	Castro Valley Blvd. - bike lanes
15	in Dublin	Alamo Canal Trail under I-580
16	in Fremont	Downtown Pedestrian Streetscape (Capitol Ave, New Middle Rd
17	in Fremont	Fremont Blvd. Streetscape -bike/ped improvements Centerville PDA
18	in Fremont	Bike access improvements Fremont Blvd and I-680 @ Automall
19	in Fremont	Fremont, connect to Santa Clara - bike lanes
20	in Fremont	Improvements along Fremont Blvd. and 680
21	in Fremont	SR 262 (Mission Blvd. ) Bicycle/Pedestrian Access Improvements
22	in Hayward	Industrial Blvd. in Hayward - bike lanes
23	in Hayward	Sidewalk/bike path gap closure to Cal State Hayward
24	in Hayward	SR-92 /Hesperian - Bike Connection
25	in Hayward	W. Winton/Southland corridor for bikes and cars - congestion relief
26	in Livermore	Bicycle/Pedestrian Improvements on Stanley Blvd
27	in Oakland	Alcatraz/Colby - Ped Safety
28	in Oakland?	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas
29	in Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School
30	in Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel
31	in San Leandro	E/W mobility improvements (including pedestrian amenities) in San Leandro, especially along San Leandro Blvd/David and Nelson
32	in San Leandro	San Leandro Bike/Ped plan - implementation
33	in San Leandro	San Leandro Blvd Bike Improvements
34	in San Leandro	San Leandro Blvd. Bike/Ped improvements

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
35	in uninc. Alameda County	San Lorenzo Creek Trail
36	in uninc. Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)
37	in Union City	Union City Blvd bikes lanes
38		Bike lane to San Francisco
39		San Pablo Ave. - bike lanes
40		Alameda Creek Trail improvements
41		I-880 Bike/ped overcrossings in south county
42		Niles Canyon - bike lanes
43		Sidewalk improvements citywide
44		EBRPD Tassajara Creek trail
45		Bike/Ped path along I-580 to Livermore
46		Pleasanton to Dublin bicycle connection
47		Stoneridge Drive to Livermore Trail
48		Mission Blvd Improvements
49		Crow Canyon between Castro Valley and San Ramon - bike lanes
50		UP line – leverage for greenway - bike ped
<b>2. Transit Enhancements, Expansion and Safety</b>		
<b>Stations and Stops improvements</b>		
51		Safety - i.e. lighting
52		Increase parking at stations
53		Amenities - i.e. benches, shelters, wifi, cupholders
54		Maintenance - cleanliness
55		Access to - for able-bodied, and wheelchair users
56		Restroom facilities
57		Infrastructure - i.e. escalators
58		Audible announcements
<b>Other</b>		
59		Real-time information for passengers
60		Safety on board transit vehicles
<b>Location/Agency-specific suggestions for transit improvements</b>		
61	for BART	Increase bus transit access to the BART Stations within the SR 24 corridor
62	for BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)
63	for BART	Alameda County Station Reliability (train control and traction power)
64	in Albany	Infill Station: Solano Ave
65	in Oakland	Infill Station: 98th Ave
66	in Oakland	Infill Station: San Antonio

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
<b>3. Transit and Paratransit Operations and Education</b>		
<b>3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)</b>		
67		Paratransit operations (ADA- mandated)
68		Paratransit transportation (non-mandated, i.e. city-based)
69		Transit service expansion
70		Restoration of AC Transit service to previous (pre-cut) levels
71		Shuttles to supplement transit service
72		Continued/increased funding of transit service (operations)
73		Continued/increased funding of paratransit (mandated and non-mandated)
74		Accessible transportation expansion
75		Ferry expansion
76		Express Bus service expansion
77		Coordination between Paratransit transportation services/providers
78		Transit transfer connectivity
79		Increase transit service frequency
80		Increase transit service time of day coverage (i.e. earlier and later hours)
81		Improve bus connections to BART
82		Transit service reliability
<b>3A. Location/Agency- specific suggestions</b>		
83	for AC Transit	Increase length of transfer (validity?) time for AC Transit
84	for AC Transit	72R stop in front of St. Mary's Center going downtown
85	for AC Transit	AC Transit bus #31 should continue service during the week as well as on the weekends.
86	for BART	New bus to BART (W/Dublin)
87	for BART	24 hr service
88	for BART	Eliminate time of day restrictions for Bikes on BART
89	in Alameda	Improved connection between Alameda and Fruitvale BART
90	in Fremont	Improved Bus Service on Fremont Blvd. from Union City BART Station via Decoto Road and Fremont Blvd. to Centerville, Fremont BART, Irvington BART and Warm Springs BART Stations
91	in Oakland	Transit: Streetcar on Broadway
92	in Oakland	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave
93	in Oakland	Eastmont Mall connection to Walmart and BART
94	in San Leandro	San Leandro Arterials/AC transit
95	in Union City	Capital Corridor at Union City

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

<b>#</b>	<b><u>Location / System</u></b>	<b><u>Name of the Program</u></b>
85		Restore AC Transit services to pre-2010 levels, especially for East Oakland
86		Transit connection to Alameda
87		Increase bus service frequency in South County (1/2 hr)
88		Continued funding of transit in the Tri-Valley
86		Expanded ACE service (connect to BART in Fremont and Livermore)
87		Express Bus Routes (I-580)
88		Increase service on the 880
89		Transit connections to Vallejo and Tracy
90		Electric trolley buses
91		Flexible transportation system for an aging/changing population
92		Group trips - Accessible Transportation
93		Improve wheelchair accessibility for BART and bus
94		Paratransit - tie funding to efficiency
95		Paratransit with GPS that locates person – locator software on cell phone.
96		Regional rail - increase
97		Smaller buses during non-commute hours and less traveled routes
98		Transit - Improving the safety and frequency of “last mile” transit connections
99		Transit - More customized transit service for each area – tailored to user needs
<b>3B. Transit Fare Incentives</b>		
100		Explore the Potential for Implementing Residential Eco Pass Programs
101		Coordinated transit pass across all transit providers.
102		Transit riding incentives - Increase
<b>3C. Travel Training, Education and Promotion Programs</b>		
103		Seniors Transportation (education/access)
104		Education on how to use transit
105		Transit marketing/outreach
106		Bus driver training - customer service skills
107		Bus driver training (wheelchair securing)
<b>4. Community Based Transportation Plan (CBTP) Implementation</b>		
<b>Implementation of CBTPs</b>		
<i>These overlap with other programs, i.e. transit, bike/pedestrian, TDM, local streets</i>		
108		Bus stop improvements - shelters, benches, lighting
109		Transit service - frequency, evening coverage, geographic range
110		Transit information - 511, real-time, at bus-stops
111		Shuttles
112		Pedestrian improvements - sidewalks, crossings, lighting
113		Bikeway facilities - bike lanes, trails
114		Subsidy programs - transit fare, bike purchase, auto loan, car-share

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
115		Streetscape improvements
116		Traffic calming
117		Signal timing
118		Parking (cars and bikes)
119		Safety - multimodal
120		Access/connection - multimodal
121		Education/awareness - multimodal
<b>5. Local Road Improvements</b>		
<b>5B. Safety Improvements - general and specific suggestions</b>		
122		Rural roads
123		Rail crossings
124		Bike/pedestrian crossings for roads
125		Grade separations - rail and roads
126		Quiet zones near heavy and commuter rail (UP, ACE, BART)
127		Rail Safety (new program or local street safety)
128	in Fremont	Fremont @ Peralta (grade separation)
129	in Fremont	SR 84 - Niles Canyon Rd (safety improvements)
130	in Oakland	Potholes at Telegraph/55th
131	in Oakland?	40th street/Macarthur Road diet
132		Decoto Rd (congestion relief, safety)
133		I-80 grade separations
134		I-880 grade separations
135		E. 14th corridor - Enhance safety
<b>5C. Streetscape improvements</b>		
136	in Oakland?	12th Street Improvements
137	in San Leandro	Downtown San Leandro bypass.
<b>5D. Coordination with Freeways - general and specific suggestions</b>		
138		Better coordination between freeway and local streets
139	in Alameda County	I-580 Fairmont Blvd Ramps
140	in Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps
<b>5E. Complete Streets - general and specific suggestions</b>		
141		Complete Streets - implementation
142	in San Leandro	E/W mobility improvements (including pedestrian amenities) on San Leandro streets, especially along San Leandro Blvd/David and Nelson

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
<b>5F. Traffic calming</b>		
143		Speed reduction (road)
144		Traffic calming near schools
<b>5G. ITS/Signals</b>		
145	in Emeryville?	3-way signal on San Pablo and Park Ave.
146		ITS
147		Signal synchronization
148		Signal interconnect
149		Signal timing for transit signal priority
150		Traffic Signal System Upgrade
151		Better signal timing/synchronization, especially at night and mid-day - roads
152		Intelligent/Adaptive intersections.
<b>5H Signage</b>		
153	in San Leandro	Wayfinding signage to destinations (San Leandro Marina) and transit - program
<b>6. Local Streets &amp; Roads Operations &amp; Maintenance (O&amp;M)</b>		
<b>6A. Pavement Rehab</b>		
154		Pavement rehabilitation - potholes, etc
155	in Berkeley	Repave Marin between Albany and Marin Circle
<b>6B. Maintenance / Operations - general and specific suggestions</b>		
156		Local street maintenance - funding for
157		Arterials and local circulation - improve
158		Maintenance of local streets and roads.
159	in Dublin	Local Streets and Roads Maintenance Program
160	in Fremont	Local Street and Road Maintenance and minor improvement funding
161	in Fremont?	Decoto Road
162	in Livermore	Traffic Signal Op
163	in Newark	Maintenance Programs (25)
164	in Newark?	Local streets: Thornton Ave and Peralta
165	in Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair
166	in Oakland?	Perkins Street
167	in Oakland?	Upper Park (Leimert-Mountain)
168	in San Leandro	Traffic Signal System Upgrade
<b>6C. ITS</b>		
169		ITS O&M
<b>7. Highway, Freeway, Safety and Non-Capacity Improvements</b>		
<b>7A Interchange improvements</b>		
170	in Fremont	I-680 /Auto mall
171	in Newark	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)
172	in Oakland	I-580 Harrison (Oakland) Improvements

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.



Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
173	in Oakland?	I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes
<b>7B Operations incl. ramp metering</b>		
174		I-80 south interchange signage
175		I-880 Operations Improvements
176		Ramp metering - improve
<b>7C Maintenance</b>		
177		Maintenance of regional highways
178	in Fremont	I-680 pavement resurfacing south of Mission
<b>7D Soundwalls</b>		
179		Soundwalls
<b>7E Freeway Service Patrol</b>		
180		Freeway Service Patrol
181	for MTC/ regional FSP	Each tow truck should have a wheelchair lift on it – include in expanded “Freeway Service Patrol” - accessible transportation
<b>7F ITS</b>		
182		Intergrated Corridor Mobility
183		I-80 improvements for greater freeway efficiency
<b>8. Bridge Improvements</b>		
<b>9. Transportation and Land Use Program (PDA/TOD Program)</b>		
184		Supporting existing compact development and infrastructure - sustainability
185		TOD / PDA - implementation program
<b>10. Planning and Outreach</b>		
<b>10A Planning studies and implementation</b>		
186		Regional gas tax - development of
187		Equitable distribution of transit funding \$\$
188		Transit agency mergers for efficiency
<b>10B Promotion/outreach and education about transit, bike, walk, multimodal access</b>		
189		Public awareness about public transit - increase
190		Education on transit use for parents and youth, including disabled youth.
191		Healthy living, walking, bike promotion
192		bus driver/ transit civility education program
<b>10C Multi-lingual educational materials</b>		
193		Multi-lingual access/education
194	in Oakland	Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods
<b>10D School promotion</b>		
195		Safe Routes to Schools - planning and outreach

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
<b>11. Transportation Demand Mgmt (TDM) and Parking Mgmt</b>		
<b>11A Parking programs</b>		
196		Parking programs (demand mgmt, pricing, unbundling)
197		Parking system management - improvements
198	in Berkeley	Downtown Berkeley Transit Center Parking Facility
199	in Emeryville	Parking program
200	in Livermore	Parking structures at Greenville and Isabel.
<b>11B Transit cards</b>		
201		Clipper Cards - expand to include payment for taxi service
202		Pre-paid transit supporting TOD/employers
<b>11C School programs</b>		
203		Crossing guard program
204		School buses
<b>11D GHG reduction</b>		
205		GHG reduction programs
206		GHG reduction projects
<b>11E Transportation Demand Management</b>		
207		Incentives for alternatives to driving
208		TDM program
209		Employer- alternative work shifts
<b>11F Pricing programs</b>		
210		Pricing - programs to induce behavior change
211		Congestion Pricing
<b>11G Shuttles, streetcars</b>		
212		Shuttle service expansion
213		Shuttles for seniors
214		Deviated route shuttles
215		Shuttles developed in coordination w/ private institutions
216	in Fremont	City Center/Downtown Bus/Shuttle Circulator
217	in Berkeley	Shuttle from Berkeley Hills to Shattuck
218	In in Alameda	Shuttle Alameda to Oakland
219	in Oakland	Broadway Shuttle
220	in Oakland	Create a free Eastmont [shuttle?]
221	in San Leandro?	Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely
222	in W. Oakland	BART Access Evening Shuttle - W. Oakland
223	in W. Oakland	Youth library shuttle-W. Oakland
224	In in Alameda	Create an Alameda Point Shopper Shuttle on Weekends
225		Streetcar EBOT

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
<b>11H Carsharing</b>		
226		Subsidized Car Sharing
227		Auto Loan Program
228		Carsharing
<b>11i Education and Marketing</b>		
229		511 (improve user-friendliness)
230		Transit - Better PR/Marketing about the overall system
<b>11J Travel training</b>		
231		Travel Training
<b>12. Goods Movement</b>		
<b>12A Truck parking</b>		
<b>12B Port operations improvements</b>		
232		Port operation - manage a queuing system for trucks
233		Port - Demand responsive truck loading and unloading at the Port
234		Port of Oak - change to 24 hr facility
<b>12C Truck impacts to local streets - improvements for</b>		
235	in Newark	Truck impacts on local streets (41)
236		Address truck impacts on local streets
<b>12D Truck routing</b>		
237		Truck congestion relief in neighborhoods
238		Truck routing - improve
239		Truck bypass in Central County to facilitate goods movement
240		Truck Route Enforcement and Education
<b>12E Freight operations improvements (rail, roads, port)</b>		
241		Goods movement/ truck technology
242		Short Haul Rail improvements to reduce truck volumes on freeways
243		Expand use of rail to and from Port of Oakland
244		Truck Services at Oakland Army Base (ROW)
245		Diesel Truck Replacement
<b>13. Priority Development Area (PDA) Support - Non-Transportation</b>		
246		Infrastructure (utilities, communications)
<b>14. Environmental Mitigation</b>		
247		Support urban growth boundaries
248		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts
<b>15. Transportation Technology and Revenue Enhancement</b>		

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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April 27, 2011

**BOARD MEMBERS**JOE BROOKS  
ChairROMEL PASCUAL  
Vice-ChairTAMAR DORFMAN  
Treasurer

CARL ANTHONY

FELICIA MARCUS

ARNOLD PERKINS

GABRIELA  
SANDOVALMark Green, Chair  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612  
*Submitted electronically***Adopting a Sustainable and Equitable Countywide Transportation Plan**

Dear Chair Green and members of the Board,

Please accept this statement of recommended Principles, Policies and Programs for consideration within the Countywide Transportation Plan, the county's submissions to the Regional Transportation Plan and the Measure B expenditure plan.

These recommendations come from Urban Habitat and many of its partners that represent a range of interests and work with a diverse cross-section of Alameda County residents.

Our recommendations seek to focus future investments in transit, active-transportation choices and transit-oriented development such that we can meet our climate change goals, strengthen existing communities, improve air quality and health, and ensure equitable access to school, jobs and other opportunities for all residents –regardless of race or income.

We intend on sending an updated statement before your May 26<sup>th</sup> public hearing with additional co-signing organizations.

Thank you for consideration of these recommendations and feel free to contact us with questions or responses.

Warm Regards,

Connie Galambos Malloy  
Director of Programs

Cc: Art Dao, Director, Alameda County Transportation Commission

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# Principles and Policies for a Sustainable and Equitable Alameda Countywide Transportation Plan

## Goals and Principles of a Sustainable and Equitable Transportation Plan:

We envision a countywide plan that creates a world-class transportation system that protects public health, our environment and improves the quality of life of all of Alameda County's residents, particularly those that are transit-dependent and have historically been least well served by our transportation system.

A world-class transportation system in Alameda County would:

- Promote public health, environmental health, and social equity;
- Clean our air, making it healthy for all by reducing air toxics generated by transportation-related sources, including diesel pollution, greenhouse gas emissions and other co-pollutants from cars, freight trucks, and buses, particularly in environmental justice 'hot spots, ensuring that no single community is disproportionately impacted by transportation-related pollution;'<sup>1</sup>
- Provide affordable, safe and reliable transit access (including paratransit) to school, jobs, and other critical destinations, especially for low-income residents, youth, seniors, disabled and other transit-dependent people;
- Increase healthy, active transportation options such as biking, walking and transit, and reduce the need to drive by investing in bicycle and pedestrian infrastructure as well as transit operations;<sup>2</sup>
- Support focused growth in transit-rich areas without displacing existing residents or exposing them to additional diesel pollution and other air toxics, or without developing on natural lands;
- Stabilize and strengthen communities vulnerable to gentrification and displacement by protecting low-income households and existing market-rate and deed-restricted affordable housing stock near transit as well as through the creation of new affordable housing in transit-rich areas;
- Support the health, well-being and labor rights of transportation-related workers;
- Be planned and implemented in a fair and transparent manner, reflecting the input and needs of all residents; and
- Help us meet scientifically defined (by the IPCC) Greenhouse Gas emission reduction targets to prevent catastrophic and self-perpetuating climate change and simultaneously prepare Alameda County to adapt and build resilience for the ecological, social and economic hardships it will create.

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<sup>1</sup> The Bay Area Air Quality Management District has identified CARE communities, which are communities that have high health-risks associated with concentrated air toxins. For more information, see: [www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx](http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx)

<sup>2</sup> In addition to reducing air pollution and its harmful effects on cardiovascular and respiratory health, active transportation choices encourage both children and adults to incorporate physical activity into everyday routines. Increased physical activity can reduce a number of chronic health risks such as obesity, diabetes, heart disease, cancer and depression.

### Projects and Programs Prioritized within a Sustainable and Equitable Transportation Plan:

- Round-the-clock, frequent and reliable transit service (including Paratransit service), particularly in communities that depend on it most;
- Affordable transit fares for everyone, particularly youth, seniors, disabled and low-income individuals;
- Free bus passes to every middle and high school student in the county;
- Projects from Community Based Transportation Plans, which help meet the needs of the County's lowest income neighborhoods;
- Bicycle and pedestrian infrastructure and programs, particularly Safe Routes to Transit, Safe Routes to Schools, Cycles of Change "Bike go Round" program, and to close gaps in the urban bike/ped network ensuring safe passage over freeways, across railroad tracks, and along residential streets that are part of a designated truck route or have heavy diesel truck traffic;
- Safe and comfortable bus shelters in all communities;
- Programs to address safety on the street and on transit, including developing "A safe place for kids on the bus" which would provide a safe haven on the bus for youth that are trying to escape violence or a conflict and increased sheriff support for bus systems;
- Financial and social incentives that promote healthy transportation choices (walking, biking, transit etc) and that reflect the real cost of single-occupant driving to taxpayers and the environment without unfairly burdening poor drivers who have no transit options;
- Programs to support mixed-income Transit-Oriented Development that brings new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, without displacing existing residents and without negatively impacting residents from freight transportation or additional diesel emissions, complemented by investments to help protect the region's valuable natural areas from poorly planned development; and
- A Complete Streets Program where bicycle, pedestrian, and transit are integrated into all aspects of transportation planning, from needs assessments, planning, design, environmental review, construction, operation and maintenance.

### Transportation and Land Use Policies Essential to a Sustainable and Equitable Transportation Plan and Consistent with the Goals of SB375:

- Fully fund the operations of the existing transit system - cover all transit operations shortfalls to restore service at least back to the same amount of service hours as existed pre-recession (2009) - and increase funding to enable local bus and train operators to operate at "full capacity." Shift capital funds for highway expansion and new transit projects, that are not cost-effective or equitable, to transit operations to the maximum extent legally feasible.
- Reward communities that accommodate new growth in sustainable and equitable ways with a greater share of the County's limited transportation funding. Condition funding for maintenance of local streets and roads and transit-oriented development infrastructure on adoption and implementation of affordable housing and anti-displacement measures as well as local pollution mitigation measures.
- Build no highway expansions and only build cost-effective transit capital expansions that have pre-identified operations funding, and only after funding has been maximized to support existing transit. Transit expansion should not induce sprawl and should be prioritized for filling gaps in the transit network serving low-income communities and communities with high transit-dependence.



- Any road pricing programs (like High Occupancy Toll lanes) should not increase highway capacity and should generate revenue for transit and to mitigate impacts on low-income residents.
- For bicycle and pedestrian projects, understanding that implementation of adopted bicycle and pedestrian plans has an overall benefit to the transportation system; as a whole, these plans improve access and mobility even though certain streets may be impacted by specific bike/ped projects.
- To reduce impacts of diesel pollution on neighborhoods and communities, the county should adopt a policy to limit truck idling to one minute or less and review truck routes to minimize pollution exposure in neighborhoods most impacted by truck traffic and multiple sources of pollution.

*We, the undersigned organizations support the aforementioned Principles, Programs, Projects and Policies for adoption within the Alameda County Transportation Plan and for consideration for the County's submittal to the Regional Transportation Plan as well as for consideration in the development of the Expenditure Plan for the Measure B Sales Tax reauthorization.*

#### **ORGANIZATIONAL Sign-ons**

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Alameda County Community Food Bank

Asian Pacific Environmental Network (APEN)

Asian Pacific Islander Youth Promoting Advocacy and Leadership (AYPAL)

Building Opportunities for Self Sufficiency (BOSS)

Communities for a Better Environment (CBE)

Center for Progressive Action

Californians For Justice

East Bay Bicycle Coalition

Ella Baker Center for Human Rights

Genesis

HOPE Collaborative

Pueblo

St. Mary's Center

TransForm

United Seniors of Oakland and Alameda County

Urban Habitat

Walk Oakland Bike Oakland (WOBO)

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**List of Committed Projects for the 2012 CWTP / RTP**

Index	Sponsor	Project/Program Title	Current Project Phase	
			Env Certified by May 1, 2011	Project Complete
1	ACTC	I-580 on- and off-ramp improvements in Castro Valley		X
2	ACTC	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges		
		<i>W/B segments between Santa Rita and El Charro complete.</i>		X
		<i>E/B segment between El Charro and Airway in Con.</i>	X	
		<i>W/B segment between Airway and Fallon in PSE.</i>	X	
3	ACTC	I-80 Integrated Corridor Mobility (ICM) Project	X	
4	ACTC	Widen I-680 for southbound HOV/HOT lane from SR 237 to SR-84 (includes ramp metering and auxiliary lane)		X
5	ACTC	Widen I-580 for EB and WB HOV and auxiliary lanes from Tassajara Road to Greenville Road		
		<i>EB HOV</i>		X
		<i>EB Aux Lane</i>		
		<i>WB HOV</i>	X	
6	ACTC/Caltrans	I-880/23rd/29th Interchange	X	
7	Alameda	Stargell (formerly Tinker) Avenue from Webster Street (SR-260) to 5th Avenue		X
8	BART	New West Dublin/Pleasanton BART Station	X	
9	BART	BART-Oakland International Airport Connector	X	
10	BART	Warm Springs Extension	X	
11	Berkeley	Ed Roberts Campus at Ashby BART Station		X
12	Berkeley	Bicycle Plan Implementation	X	
13	Caltrans/ACTC	I-580 Eastbound Truck Climbing Lane	X	
14	Caltrans	I-880/SR-92 Interchange Improvements		X
15	Caltrans	Reconstruct I-880/SR-262 interchange and widen I-880 from SR-262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)		X

Index	Sponsor	Project/Program Title	Current Project Phase	
			Env Certified by May 1, 2011	Project Complete
16	Caltrans	Widen I-880 for SB HOV lane from Hegenberger Road to Marina Boulevard (reconstruct bridges at Davis Street and Marina Boulevard)	X	
17	Caltrans	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes; auxiliary lanes on I-880 between I-238 and "A" Street		X
18	Caltrans	SR-84 WB HOV lane extension from Newark Boulevard to I-880.		X
19	Fremont	SR-262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation)	X	
20	Fremont	Washington/Paseo Padre Parkway Grade Separation		X
21	Hayward	SR-238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	X	
22	Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets	X	
23	LAVTA	Livermore/Dublin Bus Rapid Transit Project		X
24	Livermore	Isabel Avenue/I-580 interchange Phase II	X	
25	Livermore	I-580/Isabel interchange improvements, Phase 1	X	
26	Oakland	SMART Growth/TOD: Transit Villages at BART Stations including but not limited to: Coliseum (replacement parking and station area improvements); MacArthur (station area improvements); and West Oakland (station area improvements)	X	
27	Pleasanton	I-580/San Ramon Road/Foothill Road Interchange Improvements	X	
28	Pleasanton	I-680/Bernal Avenue Interchange Improvements	X	
29	San Leandro	Washington Avenue/Beatrice Street Interchange Improvements		X
30	San Leandro	Downtown San Leandro TOD	X	
31	San Leandro	E.14th St at the Hesperian Blvd/150th Avenue.	X	
32	Union City	Union City Intermodal, Phase 2	X	
33	Union City	ACTA East West Connector (formerly SR84) between Mission Boulevard in Union City and I-880 in Fremont	X	
34	Union City	Union City Intermodal Station (Phase 1)	X	



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Ezra Rapport  
Executive Director  
Association of Bay Area Governments  
101 Eighth Street  
Oakland CA 94607

Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland CA 94607

May 6, 2011

RE: COMMENTS ON ABAG'S MARCH 11, 2011 INITIAL VISION SCENARIO

Dear Mr. Rapport and Mr. Heminger:

Thank you for the opportunity to provide comments on the Initial Vision Scenario (IVS) Scenario that was released by ABAG and MTC on March 11. We appreciate the efforts of ABAG and MTC in developing the IVS Scenario for the inaugural SCS. While we understand collectively that the IVS Scenario represents an unconstrained housing and transportation funding scenario as a starting point in the development of the SCS, we have recommendations for the assumptions to be used in the subsequent steps in the developing the alternative SCS scenarios.

We note that even with a strategy which focuses household growth in Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs), the majority of households in the Bay Area will still be located in non-PDA areas. In Alameda County, IVS assumptions place 71% of households in 2010 outside of PDAs; this figure drops to 62% in 2035. This should be kept in mind as the SCS process moves forward: while we are moving toward more sustainable development patterns through the SCS, there will still be a lot of transportation and land use issues to be addressed outside of the PDAs.

Alameda CTC is developing the Countywide Transportation Plan- Transportation Expenditure Program (CWTP-TEP) in a parallel process with the Regional Transportation Plan (RTP) and SCS. As such, we have reviewed the IVS details for Alameda County with our member jurisdictions' through our Technical Advisory Working Group, Citizens Advisory Working Group and CWTP-TEP Steering Committee. This letter summarizes comments and questions

from all the input received, including those from Alameda CTC staff, and represent overarching concerns.

In our development of the CWTP-TEP, Alameda CTC would like to include figures and assumptions for jobs, housing, population that are consistent with those to be used for the RTP and the SCS. Our technical questions on the IVS details are listed in Attachment A.

### **Land Use Capacity Assumptions**

The extent of growth assigned to PDAs and GOAs throughout Alameda County often varies widely from the capacities and expectations for growth held by the local jurisdictions. The variance for household growth is higher or lower, depending on the specific PDA and/or city. **It is recommended that ABAG and MTC work with the jurisdictions to redistribute the growth more in line with what can be accommodated by the jurisdictions** with regard to expected densities, extent of land that is redeveloped, location benefits or hindrances, expected market demand, and affordable housing provision.

As part of our development of the CWTP, we have been working with local jurisdictions to obtain realistic adjustments to household and jobs growth numbers. We will share this information with ABAG and MTC staff when it is complete.

### **Jobs and Employment**

While the IVS scenario focused on household and housing, there was a lack of details on jobs and employment. Overall, the assumed growth in jobs seems to be overly optimistic, given historical trends. ABAG and MTC staff acknowledged that developing the details for jobs and employment growth and distribution would happen after the release of the IVS.

Since the distribution of jobs has a significant impact on VMT-related performance measures, in terms of commute modes and distances, **Alameda CTC strongly recommends ABAG and MTC focus on developing and providing assumptions and details on jobs growth and distribution**, especially for specific PDA/GOAs, as well as for the non-PDA areas of each local jurisdiction.

Analogous to concentrating housing growth in PDAs, we recommend that jobs growth be focused in PDA/GOA areas to the maximum extent feasible, in order to leverage future transportation and other infrastructure investments. The transportation improvements for PDAs are just as likely to serve residents as workers in those areas. In addition, Alameda CTC believes that

- The pattern of existing and significant vacant business parks and other employment development needs to be considered as these locations will likely attract future jobs first.
- Job growth will be lower, more in small- and medium-sized employers; and for industries serving the local population, which can't be outsourced, like services, healthcare, etc.
- New service jobs likely would distribute in a pattern similar to household growth.
- Industrial, distribution, and related jobs may need to locate outside of PDAs and GOAs given the location of existing industrial land and access for goods movement.

In the longer-term, ABAG and MTC should undertake a study to understand the business sectors in the Bay Area; their regional distribution today; which sectors have the best potential for growth into the future; and which factors inform their business location decisions. This can then inform employment growth projections, locations, and strategies for implementation for future SCS updates.

### **Transit**

The assumption of unlimited resources for transit service to support the IVS scenario was clearly utopian, especially in light of the current service- and budget-cutting trend amongst most of the Bay Area Transit operators.

The robustness of transit service is a significant factor in enabling the Bay Area to reach its SCS performance targets. For the alternative scenarios, transit operating funds needs to be considered along with capital funding. The next steps in refining the alternative scenarios should include realistic assumptions for the transportation infrastructure and service operation levels that will be in place in 2035. We would like to see qualitative details on the transportation funding levels as part of the alternative scenarios, aligned with the RTP financial projections.

We acknowledge that the MTC Transit Sustainability Project (TSP) is underway in parallel with the SCS process. We hope that emergent information from the TSP can be made available to inform the SCS process. We will also share any information with ABAG and MTC that emerges from our on-going CWTP-TEP efforts.

### **Funding and Policy Support for PDA/GOA Implementation**

In order for jurisdictions to constructively engage the public and elected officials in defining and then implementing infill and reuse with the PDAs and GOAs, and in some cases in broader general plan amendments to support desired land use patterns, **MTC and ABAG need to provide substantive details about funding supports for implementation.** Alameda CTC believes the following issues should be addressed:

- Adequate funding for transportation infrastructure improvements needs to be made available and **funding levels need to be identified.**
- Redevelopment Agencies are a key tool for most jurisdictions in supporting infill and revitalization – MTC should continue to provide leadership in protecting the viability of redevelopment at the state level.
  - Should state redevelopment agency authorization be lost, MTC should provide leadership in creating a regional redevelopment authorization and funding strategy.
- Additional **funding sources for services and infrastructure**, such as utility infrastructure, parks, schools, and other facilities that will need improvements needs to be identified, otherwise services will not be able to be provided at the same time that housing affordability goals are met; funding strategies and funding levels need to be identified.
- More clarity in regards to regional funding strategies will help Alameda CTC to work with its constituent local agencies to **identify funding strategies and policies that can be implemented through the update of the CWTP and the TEP.**

### **TDM and Transportation Pricing**

Transportation Demand Management (TDM) and pricing strategies should be included in the development of alternative scenarios. These programmatic elements can be very effective in effecting travel behavior changes to reduce greenhouse gases and VMT, in support of the SCS.

### **Sea level changes**

While the description of the IVS mentions the issue of climate adaption, it is not clear how **sea level change or urban-wild land interface** has been taken into consideration in future land use patterns. What will be the process for incorporating and harmonizing the mandates from the four regional plans?

If you have any questions or comments, please contact Beth Walukas, Deputy Director of Planning at (510) 208-7405.

Sincerely,

Art Dao  
Executive Director



**1. Employment Growth and Distribution.**

- a. Please provide more detail regarding these assumptions and justification for the aggressiveness of the employment growth.
- b. Please provide a dataset for Alameda County that shows the distribution of jobs and employment in each city, as well as in each city's PDA/GOA and non-PDA areas.
- c. If possible, please provide a dataset that shows the distribution of jobs that are inside and outside of PDAs/GOAs for all TAZs that include PDAs/GOAs?

**2. Household Growth and Distribution**

- a. It appears that the persons per household assumptions may be too low with a regional average of 2.6 people per household. Please provide more detail regarding household size assumptions by jurisdiction and location.
  - b. If possible, please provide a dataset that shows the distribution of households that are inside and outside of PDAs/GOAs for all TAZs that include PDAs/GOAs?
- 3. Jobs and Household distribution methodology:** Please provide more detail regarding the methodology applied to the distribution of jobs and households in TAZs that do not include PDAs or GOAs?
- 4. Housing Demand Assumptions are too high.** Please provide more detail regarding these assumptions and justification for the aggressiveness of the assumptions. For instance, the effects of life stage decisions on the capacity of existing housing stock needs to be considered. On the one hand seniors may stay as long as possible in existing homes while on the other children may return home after college. Multi-generational house-sharing may become an increasing trend.
- 5. Household Size:** The assumption of the persons per household ratio may be too low with a regional average of 2.6 people per household. Please provide more detail regarding household size assumptions by jurisdiction and location.
- 6. Workers per Household:** The assumption for this ratio is likely too low with a regional average of 1.25 workers per household. Please provide more detail regarding household size assumptions by jurisdiction and location. For instance, many workers are retiring at a later age than previously seen historically.
- 7. Place Types:** It is not clear how the development assumptions of the Place Types have been applied in the IVS – are the levels of intensity and mix of use only applied to land area that is vacant or expected to redevelop or are they generally applied over the entire area?
- 8. The mapping of PDAs and GOAs is unclear** in many locations; it would be helpful to provide additional detail to the maps, such as major arterial streets, open space, creeks and other bodies of water, etc. This will help all stakeholders better interpret the mappings.
- 9. Old Alvarado GOA** in Union City is mapped as a small area in the northwest of the city. Should it be a corridor continuing the Fremont Boulevard corridor into Union City?
- 10. Old Alvarado and Mission Boulevard GOAs** in Union City have growth assumptions that may have been switched. The Old Alvarado growth seems very high for such a small geographic area (if it is mapped correctly) and the Mission Boulevard growth seems very low given the extent of the corridor.

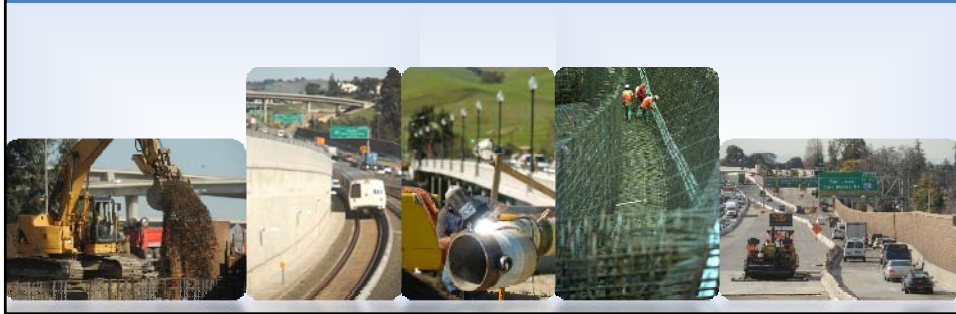
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# Alameda Countywide Transportation Plan & Transportation Expenditure Plan

## Financial Issues and Strategies

Presentation to the CAWG and TAWG

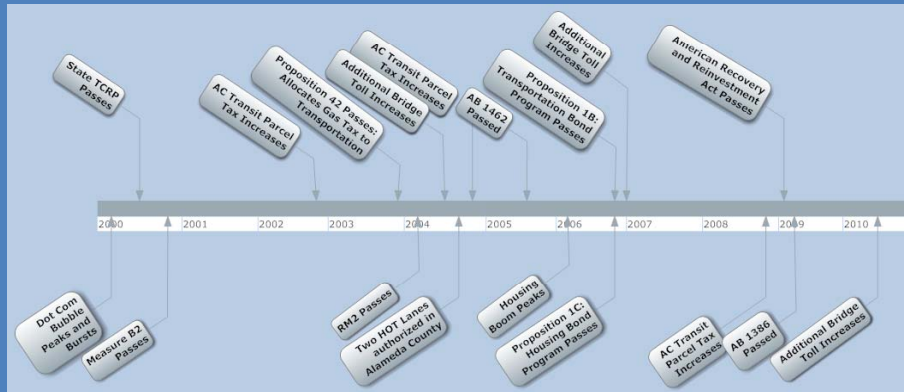
May 2011



## Presentation Overview

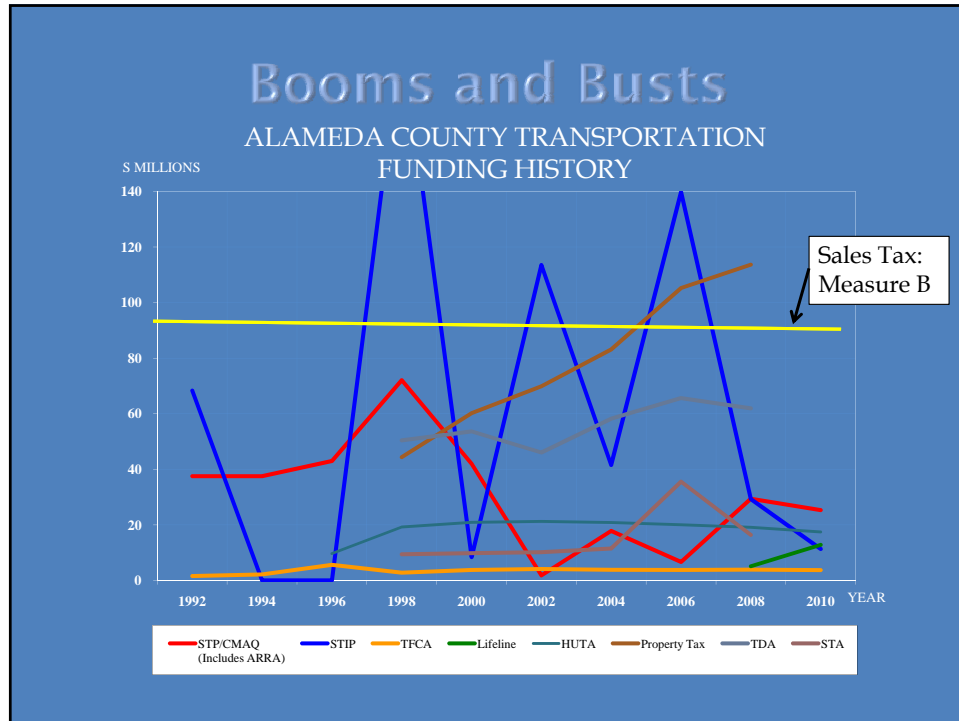
- ▣ Current funding environment
  - How historical funding trend has led to current funding environment
- ▣ Current funding need
  - Result of Call for Projects outcomes
- ▣ Strategies for new/increased funding
  - Planning efforts
  - Potential scenarios for future funding opportunities
  - Making our dollars go further

## A Decade in Retrospect: 2000-2010



## A Major Dust Up: Booms and Busts Effect Transportation

- ❑ Economic decline has resulted in a loss of transportation funding
  - Sales tax revenues decreased
  - Job losses, lower ridership, less fare revenue
  - Parcel tax declines
- ❑ State takes billions from transit to address budget deficit

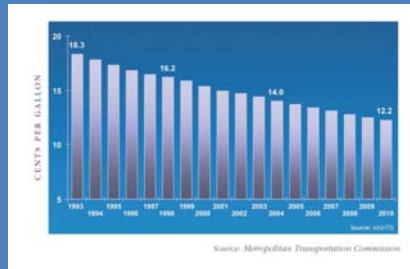


## Delivery Despite Rocky Road

- Samples of Major project delivery over last decade:  
 I-238, I-580, I-680, UC Intermodal, WHEELS Rapid, AC Transit new bus fleet
- Other key projects underway: WSX and OAC begin construction, Rapids and BRT move forward
- Programs continued include: AC Transit operations, Paratransit, Bike & Pedestrian
- Local Streets and Roads

## Delivery Despite Rocky Road

- ▣ Reliance on local funds has increased as they are more stable than State and Federal
- ▣ State budget crisis has compromised all transportation funding now and in the future
- ▣ Federal funds are lessening, emphasized by the fact that the purchasing power of Gas Tax is decreasing



## Challenging Choices Ahead

- ▣ Initial Call for Projects Outcomes
  - ▣ Over 300 Projects submitted
    - Submitted Projects: \$25.3 B
    - Project total "need" to be determined
  - ▣ Current projection of Programs need: \$50 B
  - ▣ Initial Budget Target: \$11.76 B
- ▣ Huge oversubscription as compared to available funds
- ▣ Numbers being finalized this week

## New Approach to Planning and Funding

- ▣ Passage of AB 32 and SB 375, unfunded mandates, will require doing things differently, including planning and funding
- ▣ Planning efforts will influence funding
  - Focus on transit corridors that connect city centers
  - Focus on livable communities and pedestrian scale development

## Multifaceted Planning – RTP/SCS

- Key assumptions and issues impacting financial projections
  - ▣ Highway Trust Fund is limited and may result in reauthorization amounts lower than current surface transportation bill
  - ▣ An “all cuts” state budget could reduce transit funding
  - ▣ Sales Tax in Alameda County will grow 2% annually

## Multifaceted Planning – RTP/SCS

Revenue Category	Draft RTP/SCS (over 28 years, Billions)	T2035 (over 25 years, Billions)
Sales Tax (Measures, TDA, AB1107)	44.9	54.8
Enacted Vehicle Reg. Fees	1.4	0
Bridge Toll	18.5	13
Extended Sales Tax/Bridge Tolls	7.3	0
Gas Tax Subvention	14.8	12
RTIP/ITIP	7.6	7.4
SHOPP	14.2	10.2
STA	6.3	6.6
High Speed Rail	7.3	3
Federal Formula Funds (5307/5309 & STP/CMAQ)	24.2	20.9
Reasonably Anticipated Revenue	14	13
<b>Total</b>	<b>160.5</b>	<b>140.9</b>

## Multifaceted Planning – RTP/SCS

- ❑ Potential for fewer actual dollars per year than past: *A new era*
  - MTC target budget for Alameda County : \$11.76 billion through 2040
    - Revised target likely to be less
    - Includes reauthorization of sales tax at same rate
  - Discretionary dollars are limited
    - Determined by MTC policy on committed vs. not committed
  - New regional sources may be considered as early as 2012
    - 10 cent regional gas tax
    - Regional parking program



## Multifaceted Planning – Transit Sustainability Project

- ▣ **Purpose:** To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused.
- ▣ **Initial findings**
  - Operating costs increased more than inflation
  - Service levels increased, but did not keep pace with cost increases
  - Ridership grew, but less than growth in service and significantly less than cost increases
  - Agencies experiencing large increases and fluctuations in health care and pension costs
- ▣ **How the results might inform the CWTP/TEP**
  - A robust transit system is fundamental to the mode shift needed for the Sustainable Communities Strategy per SB 375.

## Crossing the Hurdle

- ▣ We will need to make hard choices
  - Current TEP has delivered most capital projects while programs bear the brunt of fluctuations, and don't capture cost savings like projects with construction bid savings
  - How to allocate new Measure B funds
    - Needs vs. initial polling results
  - Other potential new/increased sources may be subject to 2/3 voter approvals (Prop 26)
    - Regional gas tax
    - Bridge tolls
    - Parking

## Crossing the Hurdle

- ▣ Funding Policy Framework
  - Polling and outreach results support programs (operations and maintenance)
  - How to balance funding for programs and project development?
  - Need to get projects in pipeline
    - Create a list of shelf ready projects
    - Fund projects by phase, e.g. PE/NEPA, which positions projects to take advantage of new funding sources
  - Build on success of the last expenditure plan
  - Targeting the timing of a new countywide sales tax measure with potential regional measures
  - Advocacy efforts that support the strategy
    - Self help counties should not be penalized for having raised funds

## Crossing the Hurdle

- ▣ TEP Parameters
  - Priorities
  - Integration with other funding
- ▣ Duration
  - Extend 20 years
  - In perpetuity, with fixed date to revise Expenditure Plan
- ▣ Amount
  - Continue at ½ cent
  - Add ¼ cent to existing ½ cent

## Crossing the Hurdle

Current Revenue Estimate for the Program  
vs. Baseline Revenue Estimate



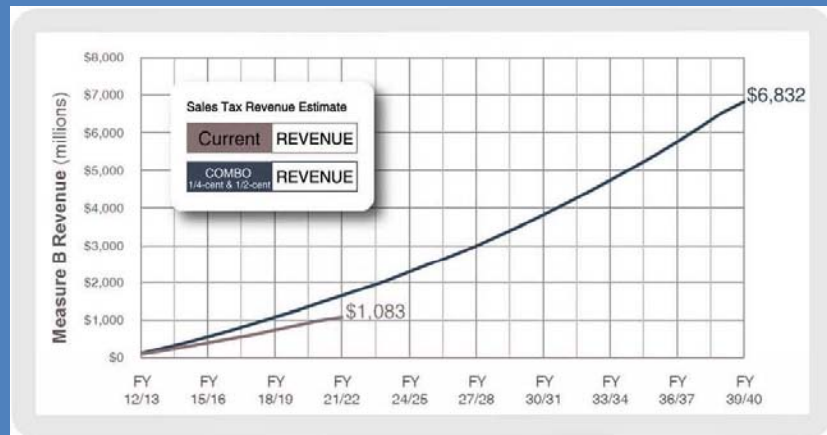
## Crossing the Hurdle

Effect of Additional ¼-Cent Sales Tax  
For the Remainder of the Program



## Crossing the Hurdle

Extension of  $\frac{3}{4}$ -Cent Sales Tax  
from FY 2010/2013 to FY 2039/2040



## Crossing the Hurdle

- ▣ Sales Tax is not the end all answer
  - Other measures needed to create solution
  - More policy and planning needed via CWTP

## Can We Tighten Our Belts or Stretch Our Leveraging

- ▣ Are there things we can do to leverage our own county funds?
  - Pooling and bonding Measure B, VRF, and HUTA funds for major streets and roads overlays
  - Policies that all jurisdictions could adopt that support integrated contracting
  - Uniform development policies and or fees
  - Contracting out services
  - Implementing pilot programs that generate funds, such as a VMT pilot in the Bay Area
  - Service and vehicle cost sharing opportunities

## Can We Tighten Our Belts or Stretch Our Leveraging

- Link our high tech sector more closely to transportation , such as smart tech chips support smart transportation choices
- Make better use of existing capacity, such as using HOV lanes for commute times and TOV (truck only vehicles) in certain lanes outside peak commute

## Next Steps

- ▣ Establish TEP parameters
- ▣ Policy level directions from Commission
- ▣ Input to RTP/SCS
- ▣ Participate in Implementation of TSP



# MEMORANDUM

To: Alameda CTC Countywide Plan and Expenditure Planning Committees  
From: Bonnie Nelson  
Date: April 19, 2011  
Subject: TEP Parameters and Policies

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As we begin to focus on the development of a Transportation Expenditure Plan, we will be seeking policy guidance on a number of key parameters which will guide the development of the plan. In some cases, technical analysis may inform or guide the decision. In many cases, a policy level decision is required. Each of these has the potential to have a significant impact on the shape of the Expenditure Plan.

At the May meetings we will be introducing these concepts, making sure we have covered the range of policy questions to be addressed. We will have a presentation on transportation finance which will provide some guidance on the impacts of various sales tax durations and amounts. We will revisit these issues in July with the goal of adopting policies by the September meeting. A complete schedule for development of the TEP is included at the end of this memo.

The “options” for addressing each of these issues are not fully comprehensive, but represent alternatives that have either been discussed in other forums or implemented by other self-help counties. In addition to these issues, there will be extensive discussion this fall about the implementation guidelines and policies surrounding administration of funds.

## **Issues described in Finance Presentation:**

1. **Duration of tax** – The current half-cent Measure B will run until 2022 unless extended, replaced or reconfigured by a new measure.

### *Issues:*

- Longer durations offer more flexibility for financing and prioritizing projects within the TEP with more opportunity for bonding, etc.
- A long sunset allows the agency to focus on delivery rather than future renewal.
- On the other hand, voters tend to prefer shorter duration taxes with specific expenditure plans – although Alameda County's VRF is an example of a “fee” levied in perpetuity (VRF was not a 2/3 hurdle).
- A longer term tax might be combined with a need to revisit the expenditure plan periodically, either with voter approval and/or broad policy support, recognizing that while revenue will always be needed, priorities may change over time.

*Options to Consider:*

- A “mid century extension” either to 2042 or 2050, creating a “2050 plan”
- A permanent extension with fixed maximum time for reconsideration of the expenditure plan by voters (50% vote for expenditure plans)
- A permanent extension with expenditure plan renewed on a time certain basis by vote of the majority of cities representing a majority of the population and the County and the CTC Board. (no public vote)

2. **Amount and configuration of tax** – The current Measure B sales tax is ½ cent. The renewal tax could take a number of forms, including options that would reconfigure or replace the current expenditure plan and others that would allow the current Measure to play out until 2022 as scheduled; extending the end date with or without augmentation:

*Issues:*

- Extending a tax rather than raising the tax may prove to be more palatable to voters. This would be tested in polling.
- Extending the tax without augmentation doesn’t provide significant new funding, particularly since the RTP assumed continuation of the existing sales tax amounts. However, this is dependent upon how long the sales tax is extended.
- An augmentation would exceed the “tax cap” for a number of jurisdictions and would require approval of current State legislation that is moving through this legislative session to lift the ceiling. Even with authorization, voters may balk at 10%+ sales taxes.
- It is generally easier to reach consensus on expenditure plans when there is more money available in the tax. This was the case in 2000-2002, when adding five years to the life of the tax provided enough additional revenue to meet multiple goals.

*Options to Consider:*

- **Extend the ½ cent tax beyond 2022 at the current level, either reconfiguring the current plan or leaving the current plan in place and focus on expenditures of funds collected after 2022.** Extending the tax would enable additional capital projects to be delivered before 2022 by bonding or financing mechanisms that would ultimately need to be repaid. The new Expenditure Plan could reconfigure or replace the existing plan, or guide expenditures for the funds collected after 2022, which could be expended prior to collection using financing mechanisms.
- **Augment the existing tax until 2022 with a new ¼ or ½ cent on top of the existing ½ cent, then either revert to ½ cent thereafter, or continue to collect the full ¾ to 1% after 2022.** In this model, an augmentation is added to the existing ½ tax. This approach would potentially enable the existing Measure B to continue with its current expenditure plan; a new expenditure plan would be developed for the expenditure of the augmentation in the short term and the full amount collected in the long term. Another option would be to reconfigure or replace the current Measure B expenditure plan and create an entirely new plan for the full amount.

**Other Issues:**

3. **Vision/Goals/Performance Measures for the TEP** – We have just completed the development of a vision statement, goals and performance measures for the CWTP. The goals of the TEP may be the same, or may reflect additional goals and policies or may concentrate on a subset of those goals and performance measures.

*Issues:*



- The CWTP goals are focused on performance and reflect the regional goals for the RTP. They do not specifically address voter support, which will be critical to passing a tax measure.
- Other performance measures, such as leveraging of other investments, projects that meet multiple goals, etc. may need to be prioritized.

*Options to Consider:*

- Maintain the existing vision, goals and performance measures from the CWTP for the TEP.
- Use the technical evaluations from the CWTP for the subset being considered for the TEP but add public support as a key consideration.
- Add to, subtract from, or otherwise alter the performance goals from the CWTP for the TEP evaluation.

**4. Project/Program Balance and Different Approaches in Different Parts of the County**

The current Measure B dedicates more than 60% of revenues to programs and the remainder to projects which have been largely delivered. However, a closer look reveals a different approach in different parts of the County. In North County for example, a higher share of funding was made available to AC Transit and to senior and disability transportation than in other parts of the County, where the need for specific capital projects was seen as more critical. Our recent polling shows that while there are a number of projects supported across the entire county, in no case did any capital project poll better than a variety of programs such as maintenance and transit operations.

*Issues:*

- The balance of projects and programs is a key element of developing the plan for a number of reasons. One key consideration is that programs, as currently defined, are primarily “pay as you go” where funds that come in are allocated by fixed percentage to programs. Programs can either be “formula driven” like the current road maintenance program, or can be competitive, like a portion of the current bike and pedestrian program. Funding for pass-through programs is allocated based on the amount of funds that come in monthly, while grant program funding amounts are derived from annual estimates. Capital projects, on the other hand, require a certain amount of funding for implementation regardless of what is collected. Their funding requirements are more “episodic” requiring large amounts of revenue at specific points in the project development and implementation process. Capital projects can be advanced by bonding, although any financing mechanism comes at a cost.
- In 2000 and 2002, we found that there was not a “one size fits all” answer to this question. While some areas want more capital spending, others may prefer programs over any capital. The current measure allowed planning areas to determine that locally, which helped to achieve consensus. Allocating more funds to local planning areas also allows each area to articulate their own needs.
- A concern with allocating large amounts of funds by planning area is that it may make it more difficult to deliver larger projects by assuming that projects located in a particular area primarily benefit that area. An argument could be made that a project like a BART extension benefits the whole County; as does relieving congestion on a major regional route. Dividing the pie into too many pieces makes it difficult to fund the largest projects. One possible alternative would be to designate an “off the top” level of funding for the larger countywide priorities and allow planning areas to add to the amount allocated off the top to ensure accelerated implementation.
- The need to address SB375, reductions in VMT and support of new land use assumptions are universal across the County, and will be more difficult to meet if each part of the County isn’t contributing to these goals.

- Our outreach and polling suggests that many priorities are consistent throughout the County, increasing the chance that we can develop a Countywide Plan that appeals to all voters.

*Options to Consider:*

- Focus new funds primarily on capital projects, keeping the current measure supporting programs, at least through 2022.
  - Focus new funds on programs, since the poll and outreach suggest a preference for programmatic spending.
  - Maintain a single countywide TEP, with minimal variation between planning areas. Capital projects will be funded by the full revenue stream, not by an artificial “planning area allocation”. Some “remainder funds” after capital projects are funded could be allocated by planning area (or not).
  - Since not all projects or programs will be able to be included in the plan, give priority to projects and programs of countywide significance.
  - Rather than focus on large projects, focus on the smaller local things that can be achieved more readily.
5. **New Programs** – The current measure has programs that are primarily focused on modes – local roads maintenance, public transit, specialized transportation services, bicycle and pedestrian safety and transit center development. A number of new programs have been suggested including support for PDAs, transit affordability, climate change mitigation, demand management, Safe Routes to Schools, goods movement, planning and project development which would provide funding for the early stages of planning and feasibility studies that are difficult to fund but necessary to create shelf ready projects. Other new programs may also be developed, including a program that focuses on new technology and new unanticipated funding opportunities.

*Issues:*

- While there is interest in a number of new programs, adding new programs may limit the amount of funding available for capital projects or for augmenting existing programs like specialized transportation for seniors and persons with disabilities, bicycle and pedestrian infrastructure, and road maintenance, which are all very well received by the public.
- The poll suggests that voters support programmatic spending over capital projects in most cases.

*Options to Consider:*

- In addition to deciding whether to add to or change existing programs, consideration will need to be given to the method for allocating funds and managing programs. Programs that are allocated by a pass through formula are most impacted by fluctuations in revenue. Competitive grant programs are also impacted by revenue fluctuations to some degree, since the amount of revenue available impacts how many worthy ideas can be funded. Grant funding typically has also have more scrutiny on performance and effectiveness than the pass through funds.
  - Since a large amount of funds have been historically allocated directly to jurisdictions, a question is whether to put performance criteria on the use of pass-through funds. As an example, streets and roads funds could be tied to criteria linked to building or maintaining complete streets infrastructure.
6. **Flexibility of Expenditure Plan (Addressing New Technologies and Funding Opportunities)** – While renewing for a longer time period is beneficial in a number of ways, a fixed Expenditure Plan may not be flexible enough to address new technologies

and new funding opportunities in a timely manner. Flexibility may also be required to fund pilot programs that can be tested with sales tax funds and evaluated before being funded permanently.

*Issues:*

- New technologies and new funding opportunities come up periodically. An expenditure plan that can't quickly address new opportunities will invariably miss out on funding that requires local matches.
- New ideas are often not implemented because there is no funding available to test them and measure their effectiveness. The downside to funding pilots is that successful pilots may need on-going funding to continue implementation after the pilot period ends.

*Options to Consider*

- It may be possible to maintain a program that can be allocated to immediate priorities and new technologies on a competitive basis. These funds could also be used to provide a minimum level of funding for operational programs during down economic years if that is a priority.
- Develop a set aside similar to the existing Emergency Congestion Relief funds that are distributed on a first come first served basis based on a set of allocation guidelines.

7. **Dealing with Revenue Fluctuations** – One of the issues in the current expenditure plan has been the fluctuations in revenue. The recession has hit “pay as you go programs” particularly hard, creating situations where services may have to be curtailed, cut or implemented more slowly.

*Issues:*

- Can an expenditure plan be written in a way that insulates against revenue fluctuations?

*Options to Consider:*

- A fund could be established that can be used to maintain minimum funding in down years and/or be available for new ideas and new opportunities within a specified range.
- Minimize “pay as you go” programs in favor of grant based programs and capital projects; or have off the top funds available to each program to allow for grants or stabilization funds.

8. **Leveraging versus Funding for Projects that Don't have Obvious Funding** – There are really two competing philosophies about targeting projects for an expenditure plan: On one hand, there is a focus on projects with leveraged funding available through the RTP sources – multiplying the value of the tax; on the other hand, focusing on leverage may result in some important priorities going unfunded because they may not have logical funding sources to leverage against. In the current measure, most of the capital projects were leveraged, and while the programs were not required to be leveraged, they were able to attract other grant funds, particularly the Measure B programs allocated through competitive grants, which leveraged sales tax contributions.

*Issues:*

- Should the ability to leverage funds play a critical role in deciding what to fund in the TEP?

*Options to Consider:*

- Few capital projects can be implemented without leveraging. Therefore, at least for capital projects, the measure could establish a maximum contribution for sales tax for construction phases, as a percentage of construction cost.
- Because early development phases of projects are harder to fund, TEP could fund feasibility studies, early design, outreach and environmental work at a higher percentage.
- Programs that are not simply distributed by formula, rather by grants, could offer a benefit for leveraging. Similar criteria could be established for the priority of capital projects.

9. **Phased Implementation of Larger Projects** – There are a number of large projects that may benefit from TEP funds but may not be fully funded even with TEP support. The current measure included in its delivery guidelines requirements for a full funding plan and environmental clearance within 5 years of adoption as protection against having money reserved for projects that could not be implemented.

*Issues:*

- When TEP is a small piece of an overall project funding requirement, it is difficult to deliver projects and show progress to the voters. But without TEP funds, it may be impossible to close the funding gap and attract necessary funds to the project.

*Options to Consider:*

- Maintain the current provisions that require that funds not be “locked away” for indeterminate periods of time without a full funding plan being developed. Funds that are allocated to projects awaiting full funding would be time certain and able to be reallocated if full funding is not identified.
- Allow funding to be “held” until the expenditure plan is revised to ensure that reallocation of funds is warranted and that the alternatives are well vetted.

**Schedule:**

The following chart outlines key stages in the development of the TEP. The right column indicates key points for input from the Plan development committees (CAWG, TAWG, and Steering Committee) and milestones in the process.

<b>Month</b>	<b>Stage of TEP Development / Committee Activities</b>	<b>Points for Input / Milestones</b>
<b>May</b>	Introduce TEP parameters and funding context	Receive initial feedback and guidance from committees on TEP parameters
<b>July</b>	Present & discuss initial TEP parameters Discuss TEP project/program selection	Receive input from committees on TEP parameters for refinement Receive committee input on strategy for project/ program selection
<b>September</b>	Present final TEP parameters Discuss TEP candidate projects/programs & further evaluation of projects/programs Discuss fall outreach and questions for second poll	Adopt TEP parameters Receive committee input on project/program evaluation Receive committee input on polling questions
<b>October</b>	Outreach	Second set of public workshops; poll
<b>November</b>	Present and discuss Draft TEP Projects, Programs and Guidelines	Receive committee input on draft project/program list
<b>December</b>	Present and discuss full Draft TEP to full Commission at its December retreat	Receive input on Draft TEP
<b>January</b>	Adopt Draft TEP	
<b>February – April</b>	Local jurisdictions endorsements of draft TEP (City Council, Board of Supervisor meetings and transit operators)	Presentations to local jurisdictions
<b>May</b>	Present Final TEP	Adopt Final TEP
<b>June</b>	Board of Supervisors acts to place TEP on November ballot	
<b>November</b>	Election – TEP goes to ballot	Vote November 6, 2012

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## MEMORANDUM

**DATE:** April 26, 2011

**TO:** Technical Advisory Working Group

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

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

### 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

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. 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](http://www.onebayarea.org).

### May 2011 Update:

This report focuses on the month of May 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment 10A and a three year schedule for the countywide and the regional processes is found in Attachment 10B and Attachment 10C respectively. Highlights include MTC/Alameda CTC Call for Projects and Programs, which is also covered earlier in the Agenda, and the process for moving from the recently released Initial Vision Scenario to the Alternative Scenarios that are scheduled to be released by ABAG in July.

*1) MTC/Alameda CTC Call for Projects and Programs*

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications were due to Alameda CTC by **April 12, 2011**. Approximately 300 project and program applications were received by the due date. These projects and programs were screened and a preliminary tiered list of CWTP and RTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by **April 29, 2011**. The CWTP-TEP Steering Committee is anticipated to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. The draft list is being considered by the Planning, Policy and Legislation Committee under a separate agenda item.

*2) Release of Initial Vision Scenario and Development of Detailed Scenarios*

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals. The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG, is being scheduled on **May 19** in Berkeley. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled on **May 14, 2011** from 9 a.m. to noon at the Sunol Golf Course.

*3) RTP/SCS Work Element Proposals and*

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecasts;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April. Staff will provide a status update at the meeting; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.



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

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011 No June Meeting
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 12, 2011 No June Meeting
CWTP-TEP Community Advisory Working Group	1 <sup>st</sup> Thursday of the month, 3:00 p.m. Location: Alameda CTC	May 5, 2011 No June Meeting
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 3, 2011 June 7, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	May 11, 2011 June 8, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	May 26, 2011 June 23, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 May 19, 2011 May 24, 2011

**Fiscal Impact**

None.

**Attachments**

Attachment 10A: Summary of Next Quarter Countywide and Regional Planning Activities  
Attachment 10B: CWTP-TEP-RTP-SCS Development Implementation Schedule  
Attachment 10C: One Bay Area SCS Planning Process

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## Summary of Next Quarter Countywide and Regional Planning Activities (May through July)

### Countywide Planning Efforts

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. In the May to July time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Approving a list of projects and programs in response to the Call for Projects by MTC that will be further evaluated for the CWTP and the RTP;
- Identifying and evaluating transportation investment packages against a Modified Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections; and
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network.

### Regional Planning Efforts

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 focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

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),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

### Key Dates and Opportunities for Input

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

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 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 Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

	2010						Meeting	2010					
Task	January	February	March	April	May	June	July	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	

Calendar Year 2011

Task	2011						FY2011-2012	2011				
	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 Tra												
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											

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	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								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 Tra											
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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## Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010\*

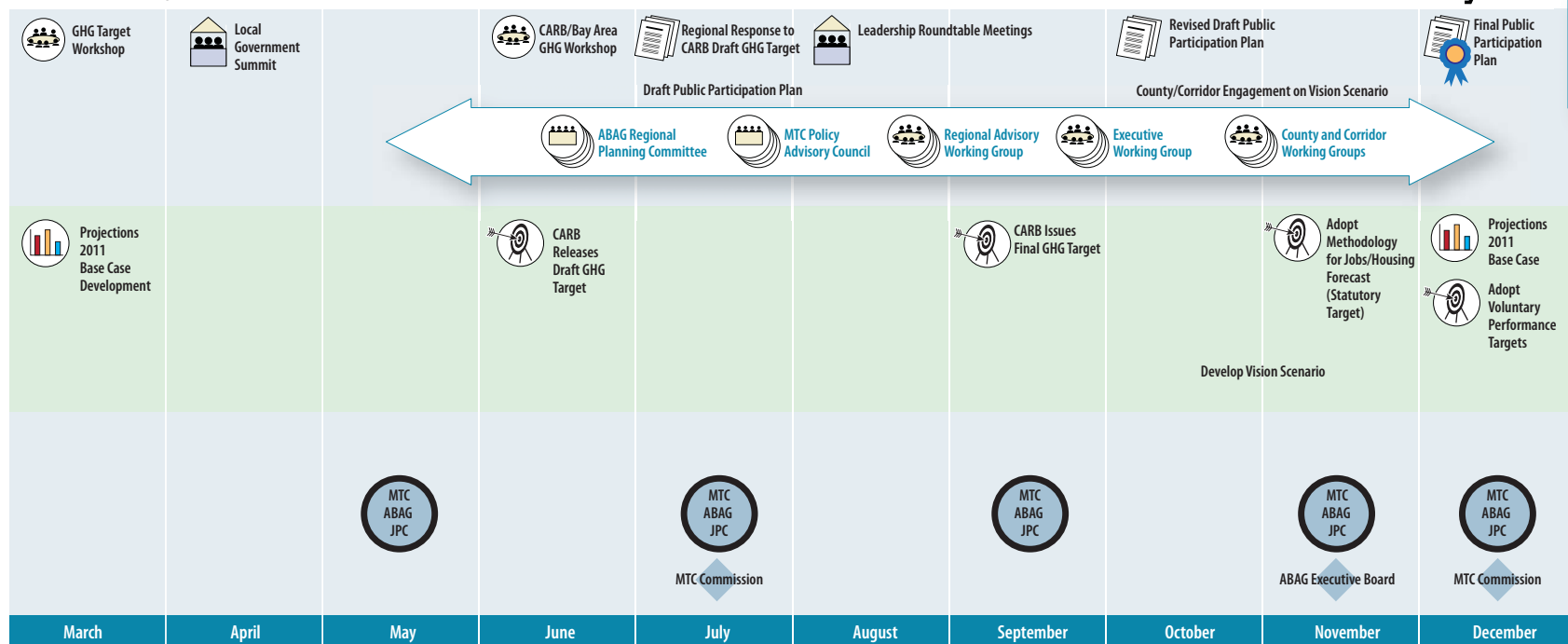
Phase 1: Performance Targets and Vision Scenario

OneBayArea

Local Government and  
Public Engagement

Milestones

Policy Board  
Action



**Phase One Decisions:**

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

\*Subject to change

**Policy Board  
Actions**

Meeting for Discussion/  
Public Comment

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

Decision Document Release

ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee

## Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

### Phase Two Decisions:

- Vision Scenarios
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

### Scenario Planning

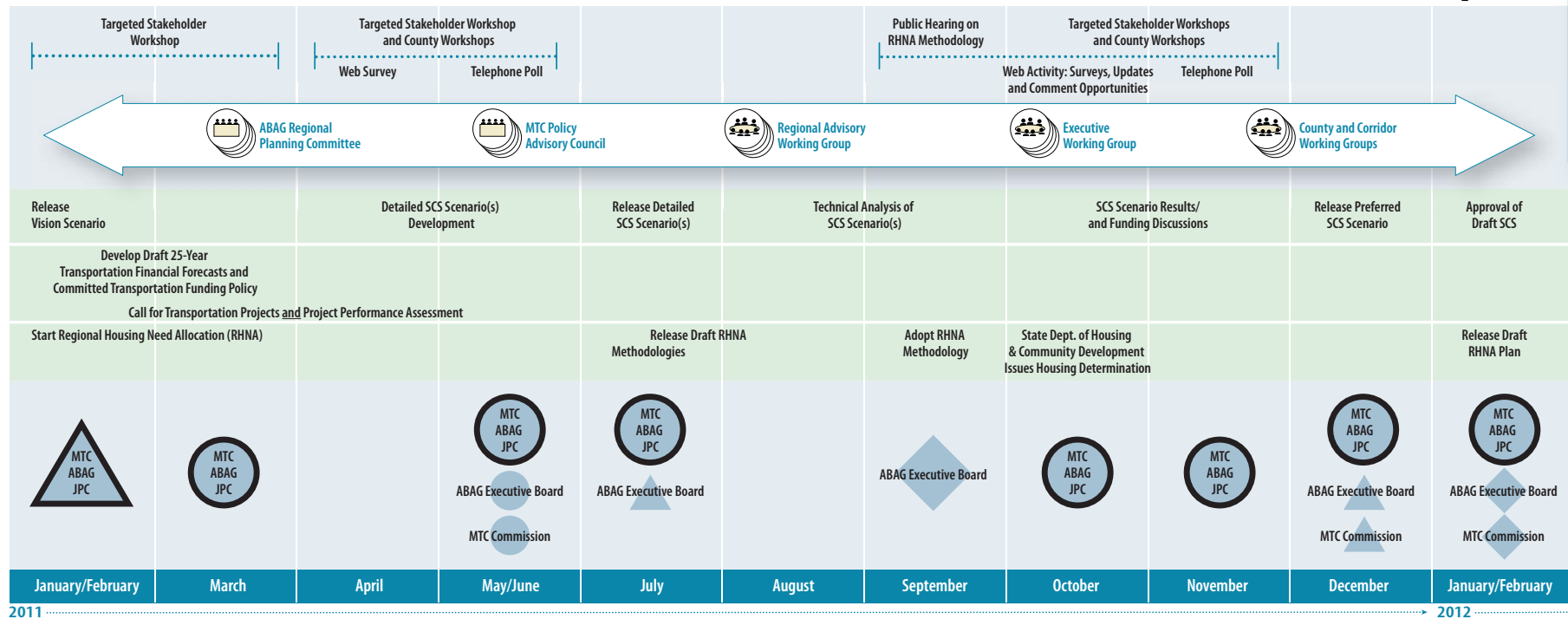
### Transportation Policy and Investment Dialogue

### Regional Housing Need Allocation

Local Government and Public Engagement

Milestones

Policy Board Action

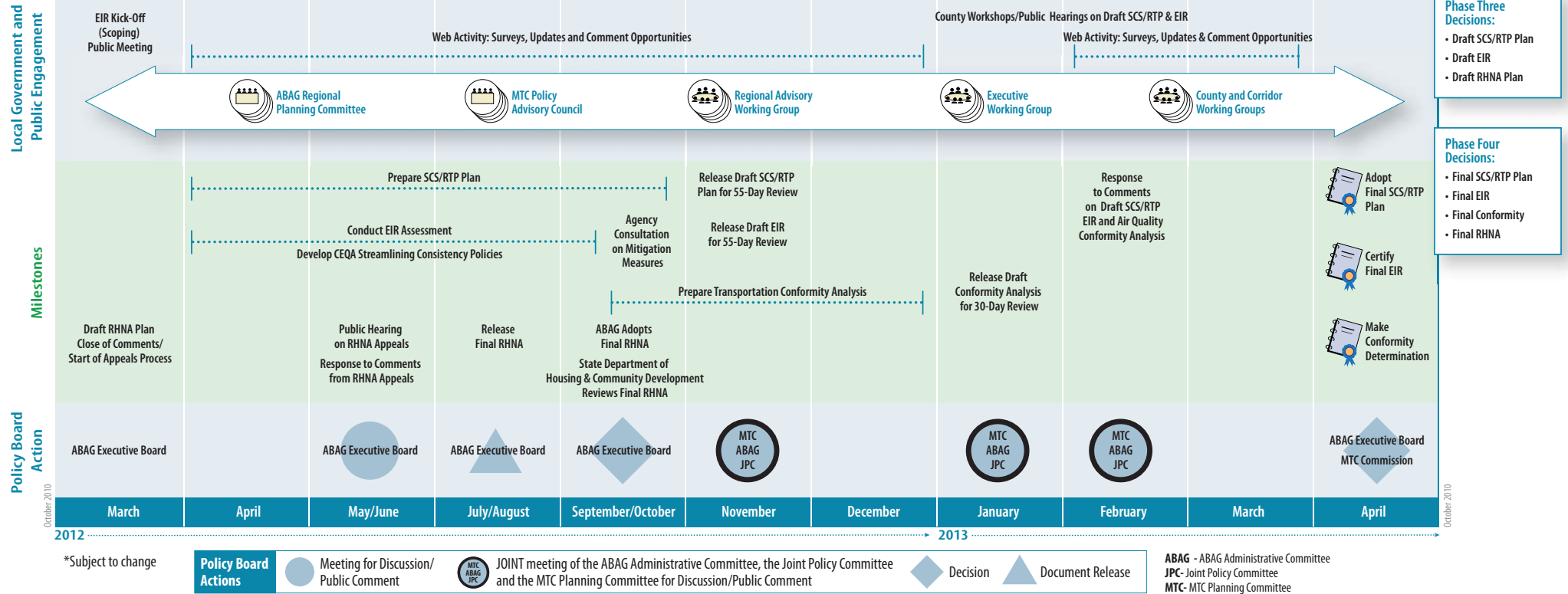


## Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013\*

OneBayArea

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



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## 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	<p>CAWG February 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes</li> <li>Receive overview and schedule of Initial Vision Scenario</li> <li>Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects</li> <li>Receive an outreach status update and approve the polling questions</li> <li>Discuss performance measures</li> </ul>	<ul style="list-style-type: none"> <li>Update on CWTP-TEP Activities Since Last Meeting</li> <li>Update on Countywide and Regional Processes</li> <li>Discuss the initial vision scenario and approach for incorporating SCS in the CWTP</li> <li>Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy</li> <li>Outreach status update and <i>Steering Committee approval of polling questions</i></li> <li>Continued discussion and refinement of Performance Measures</li> <li>Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps</li> </ul>
2	<p>CAWG March 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4 p.m.</p> <p>Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.</p> <p>Steering Committee March 24, 2011 11 a.m. – 1 p.m.</p>	<ul style="list-style-type: none"> <li>Receive an update on outreach</li> <li>Adopt Final Performance Measures</li> <li>Initiate discussion of programs</li> <li>Receive update on MTC Call for Projects and Alameda County approach</li> <li>Comment on transportation issue papers subjects</li> <li>Provide input to land use and modeling and Initial Vision Scenario (TAWG)</li> <li>Update on Initial Vision Scenario and Priority Conservation Areas (TAWG)</li> <li>Receive update and finalize Briefing Book</li> <li>Discuss committed funding policy</li> </ul>	<ul style="list-style-type: none"> <li>Update on Outreach: Workshop, Polling Update, Web Survey</li> <li><i>Approve Final Performance Measures &amp; link to RTP</i></li> <li>Discussion of Programs</li> <li>Overview of MTC Call for Projects and Alameda County Process</li> <li>Discussion of Transportation Issue Papers &amp; Best Practices Presentation</li> <li>Discussion of Land use scenarios and modeling processes (TAWG)</li> <li>Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG)</li> <li>Finalize Briefing Book</li> <li>TAWG/CAWG/SC update</li> </ul>
3	<p>CAWG April 7, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> <li>Receive update on outreach activities</li> <li>Provide feedback on policy for projects and programs packaging</li> <li>Provide comments on Alameda County land use scenarios</li> </ul>	<ul style="list-style-type: none"> <li>Update on Workshop, Poll Results Presentation, Web Survey</li> <li>Discuss Packaging of Projects and Program for CWTP</li> <li>Discussion of Alameda County land use scenarios</li> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Receive update on Call for Projects outcomes</li> <li>• Comment on refined Transportation Issue Papers</li> <li>• Comment on committed projects and funding policy and Initial Vision Scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i></li> <li>• Transportation Issue Papers &amp; Best Practices Presentation</li> <li>• Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario</li> <li>• TAWG/CAWG/SC update</li> </ul>
4	<p>CAWG May 5, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Review outcomes of initial workshops and other outreach</li> <li>• Review outcomes of call for projects, initial screening and next steps</li> <li>• Discuss TEP Strategic Parameters &amp; alternative funding scenarios</li> <li>• Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario</li> <li>• Receive information on Financial projections and opportunities</li> <li>• Introduction to modeling (CAWG)</li> <li>• Title VI update and it's relation to final plans to CAWG &amp; TAWG meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Summary of workshop results a relation to poll results</li> <li>• Outcomes of project call and project screening- Present screened list of projects and programs. <i>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.</i></li> <li>• Additional Analysis and Packaging of Projects for CWTP and Scoring and Screening for TEP</li> <li>• Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process</li> <li>• Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i></li> <li>• Introduction to modeling (CAWG)</li> <li>• Title VI update</li> <li>• TAWG/CAWG/SC update</li> </ul>
	<b>No June Meeting</b>		
5	<p>CAWG July 7, 2011 12:00 p.m. – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Provide comments on outcomes of project evaluation</li> <li>• Comment on outline of Countywide Transportation Plan.</li> <li>• Continue discussion of TEP parameters and finalize strategy for selecting TEP projects and programs.</li> <li>• Project Modeling 101 (CAWG only; 12 -1 p.m.)</li> </ul>	<ul style="list-style-type: none"> <li>• Results of Project and Program Packaging and Evaluation</li> <li>• Review CWTP Outline</li> <li>• Discussion of TEP strategic parameters and project/program selection</li> <li>• Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG presents to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
6	<p>CAWG September 1, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG September 8, 2011 1:30 – 4 p.m.</p> <p>Steering Committee September 22, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Comment on first draft of Countywide Transportation Plan</li> <li>• Comment on potential packages of projects and programs for TEP</li> <li>• Prepare for second round of public meetings and second poll</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan Draft, including preferred land use and list of projects and programs (modeled results will be presented)</li> <li>• Presentation/Discussion of TEP candidate projects</li> <li>• Refine the process for further evaluation of TEP projects</li> <li>• Discussion of upcoming outreach and polling questions</li> <li>• Update on regional processes: ABAG RHNA methodology and update on preferred SCS (ABAG presents to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>
7	<p>CAWG November 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG November 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee December 16, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Comment on second draft of Countywide Transportation Plan</li> <li>• Review and provide input on first draft of Transportation Expenditure Plan Projects and Programs</li> <li>• Review results of second poll and outreach update</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan second draft</li> <li>• Presentation/Discussion of TEP Projects and Programs (first draft of the TEP)</li> <li>• Presentation on second poll results and outreach update</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
8	<p>CAWG January 5, 2012 2:30 p.m. – 5 p.m.</p> <p>TAWG January 12, 2012 1:30 – 4 p.m.</p> <p>Steering Committee January 26, 2012 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Review and comment on draft of full TEP</li> <li>• Review outcomes of outreach meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Draft TEP</li> <li>• Presentation of Outreach Findings and next steps</li> <li>• Update on regional processes: ABAG update on preferred SCS (ABAG to present to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>

#### Future Meeting Dates:

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

TAWG will continue to meet as needed through final adoption, February/ March 2013, on MTC schedule of RTP/SCS

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

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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		Eric	Angstadt		City of Oakland
4	South	Marisol	Benard	Even Start Program Manager	New Haven Unified School District
5		Kate	Black	City Planner	City of Piedmont
6		Jeff	Bond	Planning and Building Manager	City of Albany
7	East	Jaimee	Bourgeois	Senior Civil Engineer (Traffic)	City of Dublin
8		Charlie	Bryant	Director of Planning and Building	City of Emeryville
9	North	Ann	Chaney	Director of Community Development	City of Albany
10	South	Mintze	Cheng	Public Works Director	City of Union City
11	Central	Keith R.	Cooke	Principal Engineer	City of San Leandro
12		Brian	Dolan	Director of Community Development	City of Pleasanton
13	South	Soren	Fajeau	Senior Civil Engineer	City of Newark - Engineering Division

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
14	East	Jeff	Flynn	Planning Director	Livermore Amador Valley Transit Authority
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 Transportation 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		Tom	Liao	Planning and Housing Manager	City of San Leandro

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
27		Albert	Lopez		Alameda County
28	South	Joan	Malloy	Economic and Community Development Director	City of Union City
29		Dan	Marks	Director of Planning and Development	City of Berkeley
30	CW	Gregg	Marrama	Department Manager, Capital	BART
31	CW	Val	Menotti	Department Manager, Planning	BART
32		Neena	Murgai	Epidemiologist	CAPE
33	North	Matt	Nichols	Principal Planner, PWD	City of Berkeley
34	Central	Erik	Pearson	Senior Planner, Planning	City of Hayward
35	South	James	Pierson	Transportation & Operations Director	City of Fremont
36		Jeri	Ram		City of Dublin
37		David	Risk		City of Hayward
38		Marc	Roberts		City of Livermore
39		Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
40	North	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville
41	South	Jeff	Schwob	Planning Director	City of Fremont
42	North	Tina	Spencer	Director of Service Development and Planning	AC Transit
43	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency
44	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton
45	CW	Lee	Taubeneck	Deputy District Director - District 4	Caltrans
46	North	Andrew	Thomas	Planning Services Manager	City of Alameda
47	North	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)
48	East	Bob	Vinn	Assistant City Engineer	City of Livermore
49	East	Marnie	Waffle	Senior Planner	City of Dublin
50	North	Bruce	Williams	Senior Transportation Planner	City of Oakland
51	CW	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans
52	Central	Karl	Zabel	Operations and Development Supervisor	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	South	Farooq	Azim	Principal Civil Engineer	City of Union City
Alt	South	Carmela	Campbell	Planning Manager	City of Union City
Alt	East	Gary	Huisingh		City of Dublin
Alt		Nathan	Landau		AC Transit
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