



## Memorandum

**DATE:** September 8, 2011

**TO:** CWTP-TEP Technical Advisory Working Group

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

**SUBJECT: Review of First Draft Countywide Transportation Plan Financially Constrained Projects and Programs**

### Recommendation

The CWTP-TEP Technical Community Advisory Working Group is requested to review the first draft CWTP financially constrained project and program list and provide input to the Community Advisory Working Group and Steering Committee. Comments are due by Wednesday, September 20, 2011. Based on this input, the Steering Committee, at its meeting on September 22, 2011, will be asked to approve the first draft CWTP financially constrained scenario to be included in Chapter 6 of the draft Countywide Transportation Plan presented in Agenda Item 05A.

In October, the draft Countywide Transportation Plan will be presented to Alameda CTC advisory committees as well as at five public workshops and will be posted on line for comment as described in the Public Outreach process discussed under Agenda Item 8. A second round of evaluation will be done using a draft land use alternative based on the development of the Sustainable Communities Strategy (SCS) being done regionally with input from the local jurisdictions. In November, a second draft of the Countywide Transportation Plan will be reviewed by the Technical and Community Advisory Working Groups and the Steering Committee.

The projects and programs in the Countywide Transportation Plan will serve as the basis from which the Transportation Expenditure Plan will be developed. The process of developing the financially constrained projects and programs list will continue through January 2012 when the CWTP-TEP Steering Committee will be requested to recommend that the Alameda CTC Commission approve and release the final draft CWTP and TEP for public review and jurisdiction approval.

### Overview

Developing the projects and programs for this update of the Countywide Transportation Plan (CWTP) has occurred under new planning requirements. SB 375 and its mandate for a regional Sustainable Communities Strategy (SCS) has changed the traditional focus of the Countywide Transportation Plan beyond the movement of people and goods. Under SB 375, the region is now required to meet greenhouse gas (GHG) emission reduction targets, including those based

on the use of automobiles and light-trucks, and Alameda County will need to do its part to contribute towards that goal. The SCS requires tighter coordination between land use patterns and investments in the transportation network. GHG reduction is now a large factor in prioritizing and funding for transportation improvements. The draft results from the performance evaluation presented in July was a first attempt at matching the performance of projects and programs with their ability to meet sustainability goals and performance measures adopted by the Steering Committee.

The requirements of SB 375 will have to be balanced with commitments to on-going projects and programs that are consistent with other legislatively mandated and adopted goals such as maintenance of the County's roadway and transit infrastructure and congestion relief to improve air quality. Thus, the resulting project and programs in the Countywide Transportation Plan will be a broader list of improvements with changes in emphasis to include more projects and programs that support the goals of SB 375, but at the same time maintain our commitment to on-going investments that meet other important goals. Four tiers of projects and programs are envisioned:

- Committed: These are fully funded projects that are considered as part of the baseline for the future transportation network. Committed projects are either under construction or moving toward construction and their funding is secure as defined by MTC's adopted Committed Project and Funding Policy (MTC Resolution 4006). These projects are shown in Attachment 1 and total approximately \$3.6 billion.
- Tier 1: These are projects and programs that are recommended to be fully funded through in the Countywide Plan through identified discretionary fund sources. These projects and programs should be ready for implementation in the shorter term. The amount will be determined based on actions taken in September by the Steering Committee. Tier 1 funding will need to fit within the draft discretionary funding envelope shown in Attachment 2.
- Tier 2: These are projects and programs that are partially funded in the Countywide Plan. Tier 2 projects have received a commitment to project development and/or have some phases ready for construction. These projects will be eligible for additional funding sources as they are identified. Funding may come from both discretionary and vision funding sources. The amount will be determined based on actions taken in September by the Steering Committee. Portions of Tier 2 funding will need to fit within the draft discretionary funding envelope shown in Attachment 2.
- Vision: These are projects and programs that do not receive discretionary funds in the Countywide Plan at this time. These projects remain important to the County and may be eligible to be funded if new fund sources are identified. Vision projects are eligible for project development funds as they become available.

## Process for Developing the First Draft CWTP Financially Constrained Projects and Programs

The process used to determine the first draft CWTP financially constrained scenario and ultimately the list of projects and programs to be included in Chapter 6 of the Countywide Transportation Plan is described in this section. Because the projects and programs identified through the Call for Projects and Programs conducted in spring 2011 far exceeded the amount of federal, state, and local funding Alameda County that can be expected to be received through 2040 and because of SB 375 planning requirements, an approach for prioritizing projects and programs into Tiers (Committed, Tier 1, Tier 2, and Vision) was developed.

In order to seek TAWG's input, a financially constrained scenario is presented in Attachment 6, Tables 3 and 4, with which to begin discussion. The proposed draft financially constrained list of projects and programs to be included in Chapter 6 will need to include those that support the goals adopted for the CWTP, maintain on-going commitments for which substantive financial or policy support is already present, and which can be funded in accordance with the available draft funding amounts established by MTC and shown in Attachment 2, which totals \$6.8 billion in federal, state and local funds.

Step 1: Committed projects, as defined by MTC Resolution 4006 Committed Projects and Funding Policy adopted by the MTC Commission in April 2011, are assumed. See Attachment 1 for the list of Alameda County Committed Projects, which total approximately \$3.6 billion.

Step 2: Next, the draft *performance evaluation*, released in July 2011, which used sustainability goals and performance measures to conduct a qualitative screening evaluation of individual projects and a quantitative scenario evaluation of five different investment scenarios, was reviewed and used as a starting point for determining project priority when considering sustainability goals for discretionary funding. The results from this evaluation indicated which projects and programs were high performers in the context of SB 375. The draft overall performance rating of high, medium or low is shown in Attachment 6, Table 4.

Step 3: Using the results from Step 2, which showed those projects and programs that most strongly met the goals established in the CWTP update process, each project and program was evaluated against the level of on-going commitment and the draft performance results as described below and shown in Attachment 3 to determine how on-going commitments fared when compared to commitment to the sustainability goals:

- *Group A - Projects with Existing Measure B Commitments:* These projects are already funded to a large extent by the existing Measure B sales tax measure. They represent a level of local commitment to project implementation and predominantly performed strongly (high to medium) against the CWTP established goals. Note that funding requests for projects that are on the HOV/HOT network and in Resolution 3434 were removed from this list as they will be funded out of a regional program administered by MTC and which will not count against Alameda County's RTP share. They are, however, kept in the financially constrained list for reference.

- *Group B - High Performing Projects with Discretionary Requests under \$5 M:* This group includes all high performing projects with discretionary requests under \$5M that are not included in Group A. This group can be thought of as “low hanging fruit” or projects that can provide benefits with very little additional capital support.
- *Group C - Projects Resulting from a Policy and Technical Consensus Process:* This group includes additional projects that were developed as part of a consensus building policy and technical process that were vetted through political and community group efforts and the commitment to the outcomes of those decisions is reflected in their inclusion into the draft proposed financially constrained list. These include projects adopted by the Alameda CTC in the I-880 Corridor Study, Central and South County Local Alternative Transportation Improvement Programs (LATIPs), the Triangle Study, the SMART Corridor projects and programs as well as projects and programs that were developed as part of the Community Based Transportation Plans and/or projects that were included in an Alameda County Sales Tax Expenditure Plan or MTC’s Resolution 3434. Note that projects that are on the HOV/HOT network and in Resolution 3434 were removed from this list as they will be funded out of the regional program administered by MTC and will not count against Alameda County’s RTP funding share. They are, however, kept in the financially constrained list for reference.
- *Group D – Other High Performing Projects:* This group includes all other high performing projects that are not included in the other groups. These are some of the high cost (or high dollar request) projects that will perform well against adopted goals. All these projects were included in the financially constrained list due to their high performance in meeting the adopted CWTP goals.
- *Group E – All Other Projects:* This includes the remainder of projects, which are generally medium or low performing against adopted goals with low performing projects with less than 50 percent funding identified moved to the Vision category as shown in Attachment 6, Table 4. Although this group includes medium and low performers using the adopted goals, these projects may be important to leveraging benefits across other projects or completing a network in a given area.

Attachment 6, Table 1, shows that the baseline funding request is \$3.2 billion for capital projects and \$9.8 billion for programs, for a total of \$13 billion in funding requests.

Step 4: While Steps 2 and 3 addressed programs by how well they met the goals and by commitment, a more thorough review of proposed programs and the projects contained in them was needed to ensure that projects were identified that would support the goals adopted. Attachment 4 defines the fifteen Programs, provides a summary of total funding request and total allocated amount to each category, and documents the requests by category. Highlighted in yellow and repeated in Attachment 5 are the programmatic capital projects that are considered to be capital (i.e., a specific piece of transportation infrastructure where funding for that project can be spent only on the development and implementation of that specific piece of infrastructure or service) as opposed to programmatic (i.e., a group of projects or on-going operational and

maintenance needs that are funded on an on-going basis, either using a formula or a competitive process).

### **Summary of Proposed First Draft CWTP Financially Constrained Projects and Programs**

Attachment 6 contains the supporting documentation and summary Tables for the First Draft CWTP Project and Program Lists. There are four tables included as follows:

Table 1: Baseline Funding Request

Table 2: Proposed First Draft CWTP Funding by Planning Area

Table 3: Proposed Programs and Funding

Table 4: Proposed Projects and Funding

These tables present the project and programs information and summary statistics by Planning Area and program category. Table 1, shows that the baseline funding request from project sponsors, which totals \$13 billion with \$3.2 billion requested for capital projects and \$9.8 billion requested for the fifteen programs.

Tables 2 and 3 show the proposed \$6.865 billion of discretionary funding (also shown in Attachment 2) assigned by MTC to Alameda County broken out by Planning Area and county population share for projects (Table 2) and for the fifteen programs (Table 3). Table 3 was not able to be broken out by Planning Area because it represents countywide programs that would obtain funding directly through a formula allocation or a competitive process.

Of the \$6.865 billion available in discretionary funding:

- Forty percent, or \$2.7 billion, is assigned to capital projects.
- Sixty percent, or \$4.1 billion, is assigned to programs. For some programs, such as transit, the amounts proposed are in addition to any MTC regional program amounts, the category and value of which is still being determined by MTC. The programs shown in Table 3 would obtain funding directly through formula or a competitive process.

Attachment 6, Table 2 summarizes the proposed funding for all capital projects shown in Attachment 6, Table 4, for a total of \$1.75 billion, and a number of programmatic capital projects highlighted in Attachment 4 and shown separately in Attachment 5, which totals \$970 million. Both North and Central County include \$50 million in Table 2 to implement recommendations in their community based transportation plans.

Attachment 6, Table 3 shows the fifteen program categories by funding request, including the overall programs request (inclusive of programmatic projects totaling \$9.8 billion, and the proposed discretionary funding by program category without many of the programmatic capital projects, since they are included in Attachment 6, Table 2 totals discussed above. The total proposed funding for the countywide programs is \$4.1 billion, or 60% of the MTC assigned Alameda County budget.

There are a number of screens, in addition to geographic and modal equity, that will be applied to the Financially Constrained Scenario in preparation for the Steering Committee on September 22, 2011 and the second draft of the CWTP. First, the projects and program investments need to

be compared to how well they serve low income neighborhoods, transit oriented development and priority development areas. This will be accomplished by using GIS and calculating how much of the discretionary budget is serving these areas. A preliminary analysis will be done for the September Steering Committee meeting and a more in-depth analysis will be done during the October evaluation and presented to the Committees in November.

### Action Requested and Next Steps

The Technical Community Advisory Working Group is requested to provide input on the proposed first draft CWTP Financially Constrained project and program list. Comments will be shared with the Community Advisory Working Group and Steering Committee at their September meetings if received before the meetings. Based on input from the Advisory Working Groups, the Steering Committee, at its meeting on September 22, 2011, will be asked to approve financially constrained scenario for inclusion in Chapter 6 of the first draft Countywide Transportation Plan presented in Agenda Item 05A. Comments are due by Wednesday, September 20, 2011.

In October, the draft Countywide Transportation Plan will be presented to Alameda CTC advisory committees as well as at five public workshops and will be posted on line for comment as described in the Public Outreach process discussed under Agenda Item 8. A second round of evaluation will be done using a draft SCS land use alternative based on the land use work being done regionally with input from the local jurisdictions. In November, a second draft of the Countywide Transportation Plan will be reviewed by the Technical and Community Advisory Working Groups and the Steering Committee.

The projects and programs in the Countywide Transportation Plan will serve as the basis from which the Transportation Expenditure Plan will be developed. The process of developing the financially constrained projects and programs list will continue through January 2012 when the CWTP-TEP Steering Committee will be requested to recommend that the Alameda CTC Commission approve and release the final draft CWTP and TEP for public review and jurisdiction approval.

### Attachments

Attachment 1: Committed Projects

Attachment 2: Draft Projected Discretionary Budget Available to Alameda County

Attachment 3: Projects by Groups A through E

Attachment 4: List of Programs and Programmatic Capital Projects

Attachment 5: Programmatic Capital Projects Only

Attachment 6: Summary Tables for First Draft CWTP Project and Program Lists

Table 1: Baseline Funding Request

Table 2: Proposed First Draft CWTP Funding by Planning Area

Table 3: Proposed Programs and Funding

Table 4: Proposed Projects and Funding

Attachment 7: Glossary of Terms

**Attachment 1: Committed Alameda County projects contained in the 2035 Future Baseline**

Project Name	Planning Area	Cost Estimate (\$ millions)
<b>Countywide Local Projects</b>		
I-880 Widening for SB HOV Lane in Oakland and San Leandro	Central	\$109.4
I-880 NB and SB Auxiliary Lanes	Central	\$15.4
I-880 Auxiliary Lanes in Hayward	Central	\$9.5
Rte 92/Clawiter Road Whitesell Interchange Improvement, Phase 1 (Hayward)	Central	\$27.5
Route 238 Corridor Improvements in Hayward	Central	\$118.7
Clawiter-Whitesell Interchange Improvements in Hayward	Central	\$52.0
I-880 Industrial Parkway Interchange in Hayward	Central	\$43.0
SR 92 Industrial Interchange in Hayward	Central	\$6.0
East 14th Street/Hesperian Boulevard/150 <sup>th</sup> Street channelization improvements in San Leandro	Central	\$6.6
I-880 Davis Street Interchange in San Leandro	Central	\$10.2
I-880 Marina Boulevard Interchange in San Leandro	Central	\$31.8
SR 262 Widening and Interchange Improvements in Fremont	South	\$58.1
Union City Intermodal, Phase 1	South	\$57.0
I-580 Widening for HOV and Aux Lanes in Pleasanton and Livermore	East	\$291.3
I-580 EB Express (HOT) Lane in Pleasanton and Livermore	East	\$19.0
I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First)	East	\$40.0
Alamo Canal Trail under I-580 in Dublin	East	\$2.7
Construct a 4-lane Major Arterial in Livermore	East	\$12.0
Las Positas Road Connection, Phase 2, in Livermore	East	\$3.5
I-680 Bernal Interchange Improvements in Pleasanton	East	\$4.0
Stoneridge Drive Extension in Pleasanton	East	\$16.2
I-880 Integrated Corridor Mobility (580/80/880 to SR-237)	Regional	\$45.7
I-80 Integrated Corridor Mobility	Regional	\$69.1
<b>Subtotal</b>		<b>\$1,048.7</b>
<b>Regional and Multijurisdictional Projects</b>		
BART-Oakland International Airport Connector	North	\$484.1
BART Warm Springs extension	South	\$890.0
I-580 Corridor ROW Preservation	East	\$120.7
I-580 Eastbound Truck Climbing Lane	East	\$64.2
<b>Subtotal</b>		<b>\$1,559.0</b>
<b>TOTAL</b>		<b>\$2,607.7</b>

**Attachment 2. Draft Projected Discretionary<sup>1</sup> Budget Available to Alameda County**

State and Federal Funds	\$2,127,860,000
Vehicle Registration Fees	\$380,391,000
<b>Sub-total</b>	<b>\$2,508,251,000</b>
Measure B Sales Tax (extension of existing 1/2 cent <u>only</u> )	\$4,365,252,000
<b>TOTAL</b>	<b>\$6,873,503,000</b>

Source: MTC

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<sup>1</sup> Discretionary funding, comprised of federal, state and local funds, is available to the Alameda CTC from a variety of sources for programming to projects and programs within the county. Although the funding is “discretionary” it is comprised of a number of sources and funds from each source generally comes with restrictions. For example, funds dedicated to transit capital projects generally can not be converted to operating funds, and funding for road maintenance can generally not be converted to expand highways or buy buses.

**CWTP Project Submissions Grouped by Category**

**Attachment 3**

**Group A - Projects/Programs with Existing Measure B Commitments**

RTPID	Project or Program Name	Project Sponsor	Planning Area*	Other Planning Process	Composite Value	Transportation Type*	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Vision Funding Request	Regionally Funded
<b>Projects</b>											
240562	Rte 92/Clawiter Road Whitesell interchange improvement, Ph 2	City of Hayward	Central	Measure B, LATIP	L	H	\$52.00	\$52.00	\$0.00	\$0.00	\$0.00
240092	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)	Alameda County	Central	Measure B	M	R	\$5.00	\$0.00	\$0.00	\$5.00	\$0.00
240261	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	City of Dublin	East	Measure B	H	R	\$12.80	\$0.00	\$12.80	\$0.00	\$0.00
240196	BART to Livermore Extension Phase 1	BART	East	Measure B	M	TR	\$1,250.00	\$145.00	\$1,105.00	\$0.00	\$0.00
22667	BART to Livermore Extension Phase 2	BART	East	Measure B	L	TR	\$2,927.00	\$145.00	\$0.00	\$2,927.00	\$0.00
230132	I-580/Isabel Avenue Intechange, Phase 2	City of Livermore	East	Measure B		H	\$30.00	\$25.00	\$5.00	\$0.00	\$0.00
22455	AC Transit East Bay Bus Rapid Transit (BRT)	AC Transit	North	Measure B, Reso 3434	H	TB	\$211.00	\$173.10	\$0.00	\$0.00	\$38.70
98207	I-880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London SquareTransit Access	City of Alameda/City of Oakland	North	Measure B	H	H	\$189.30	\$8.10	\$3.00	\$178.20	\$0.00
22769	I-880 at 23rd/29th Avenue interchange safety and access improvements	ACTC	North	Measure B	L	H	\$102.00	\$98.50	\$3.50	\$0.00	\$0.00
94506	East-West Connector Project in North Fremont and Union City	ACTC	South	Measure B (1986), LATIP	H	R	\$190.00	\$106.70	\$83.30	\$0.00	\$0.00
21123	Union City Intermodal Station infrastructure improvements (Phase 2)	City of Union City	South	Measure B	M	T (TB and TR)	\$25.50	\$19.20	\$6.30	\$0.00	\$0.00
230110	Route 262 Mission Boulevard Cross Connector Improvements between I-880 and Warm Springs Boulevard SR 262 Mission Blvd Improvements	ACTC/ City of Fremont	South	Measure B, LATIP	M	R	\$19.50	\$0.00	\$19.50	\$0.00	\$0.00
230114	Auto Mall Parkway Cross Connector Widening between I-880 and I-880	City of Fremont	South	Measure B	M	R	\$24.40	\$0.00	\$24.40	\$0.00	\$0.00
240018	Dumbarton Rail Corridor Phase I	ACTC/ SamTrans	South	Measure B	M	TR	\$164.00	\$45.50	\$0.00	\$0.00	\$63.00
240216	Dumbarton Rail Corridor Phase II	ACTC/ SamTrans	South		M	TR	\$716.00	\$258.90	\$0.00	\$0.00	\$511.20
22779	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	City of Fremont	South	Measure B (Partial), LATIP	M	H	\$78.00	\$0.00	\$78.00	\$0.00	\$0.00
22042	I-880 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	ACTC	South	Measure B	H	H	\$203.60	\$21.50	\$0.00	\$0.00	\$182.10
<b>SUBTOTAL</b>							<b>\$6,200.10</b>	<b>\$1,098.50</b>	<b>\$1,340.80</b>	<b>\$3,110.20</b>	<b>\$795.00</b>

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

<b>GROUP A</b>	<b>N</b>	<b>C</b>	<b>S</b>	<b>E</b>	\$1,340.80 CHECK
% of Total	0.5%	0.0%	15.8%	83.7%	

**Group B - High Performing Projects with Discretionary Requests under \$5 M**

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value	Transportation Type*	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Vision Funding Request	Regionally Funded
<b>Projects</b>											
240180	BayFair Connection (Capacity Improvements)	BART	Central		H	TB	\$150.00	\$0.00	\$0.00	\$150.00	\$0.00
240139	I-680 Stoneridge Drive overcrossing widening	City of Pleasanton	East		H	R	\$4.80	\$1.00	\$3.80	\$0.00	\$0.00
240106	SR-84/Sunol Improvements	Alameda County	East		H	H	\$8.30	\$0.00	\$2.00	\$6.30	\$0.00
22664	I-580 WB Express Lane from Greenville Road to Foothill Blvd	ACTC	East		H	H	\$16.50	\$4.40	\$0.00	\$12.10	\$0.00
240061	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	ACTC	East		H	H	\$136.40	\$0.00	\$0.00	\$0.00	\$136.40
240059	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	ACTC	East		H	H	\$136.40	\$0.00	\$0.00	\$0.00	\$136.40
230099	I-580/I-680 Improvements Phase 1	ACTC	East		H	H	\$528.00	\$0.00	\$0.00	\$528.00	\$0.00
240282	Tidewater District Street Reconstruction	City of Oakland	North		H	R	4.6	0	\$1.00	3.6	\$0.00
240278	Harrison St-Oakland Avenue Major Street Improvements	City of Oakland	North		H	R	\$12.40	\$0.70	\$3.30	\$8.40	\$0.00
240280	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	North		H	R	\$11.50	\$0.00	\$2.50	\$9.00	\$0.00
22780	AC Transit Grand-MacArthur BRT	AC Transit	North	Reso 3434	H	TB	\$36.00	\$0.00	\$3.60	\$33.00	\$0.00
240264	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	City of Fremont	South		H	R	\$4.60	\$0.00	\$4.60	\$0.00	\$0.00
<b>SUBTOTAL</b>							<b>\$1,049.50</b>	<b>\$6.10</b>	<b>\$20.80</b>	<b>\$750.40</b>	<b>\$272.80</b>

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

<b>GROUP B</b>	<b>N</b>	<b>C</b>	<b>S</b>	<b>E</b>	\$20.80 CHECK
% of Total	0.5	0.0%	22.1%	27.9%	

**Group C - Projects/Programs Resulting from a Consensus Process (LATIP, CBTPs, MTC Res. 3434 etc.)**

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value	Transportation Type*	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Vision Funding Request	Regionally Funded
<b>Projects</b>											
230088	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger Phase 1 and 2: I-880 extend NB HOV lanes	ACTC	Central	LATIP	H	H	\$276.00	\$0.00	\$0.00	\$0.00	\$276.00
240037	I-880 Winton Avenue interchange improvements	City of Hayward	Central	LATIP	L	H	\$25.00	\$0.00	\$25.00	\$0.00	\$0.00
240047	I-880 West A Street Interchange	ACTC	Central	LATIP	M	H	\$42.50	\$0.00	\$42.50	\$0.00	\$0.00
230170	I-880: 42nd/High Street Access Improvements	City of Oakland	North	I-880 study	L	H	\$17.10	\$5.90	\$11.20	\$0.00	\$0.00
22009	Capitol Corridor intercity rail service service expansion (Oakland to San Jose)	Capital Corridor	South	Resolution 3434	H	TR	\$510.50	\$15.80	\$45.00	\$449.70	\$0.00
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement Union City BART Phase 2 /Passenger Rail Station	City of Union City	South	Resolution 3434	M	TR	\$180.00	\$33.50	\$146.50	\$0.00	\$0.00
22062	Irvington BART Station	City of Fremont/BART	South		M	TR	\$123.00	\$0.00	\$123.00	\$0.00	\$0.00
240052	I-880 / Whipple Road Interchange Improvement	City of Union City	South	LATIP	L	H	\$60.00	\$0.00	\$60.00	\$0.00	\$0.00
21126	SR 84 WB HOV on ramp from Newark Blvd	Caltrans	South	LATIP	M	H	\$12.80	\$0.00	\$12.80	\$0.00	\$0.00
<b>SUBTOTAL</b>							<b>\$1,246.90</b>	<b>\$55.20</b>	<b>\$466.00</b>	<b>\$449.70</b>	<b>\$276.00</b>

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

**GROUP C**	**N**	**C**	**S**	**E**	\$466.00 CHECK

## CWTP Project Submissions Grouped by Category

**Group E - All Other Projects**

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value	Transportation Type*	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Vision Funding Request	Regionally Funded
<b>Projects</b>											
240249	San Leandro Street Circulation and Capacity Improvements	City of San Leandro	Central		L	R	\$11.00	\$0.00	\$0.00	\$11.00	\$0.00
22021	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	AC Transit	Central		M	TB	\$40.00	\$0.00	\$10.00	\$30.00	\$0.00
240657	I-580 Spot Intersection Improvements	Alameda County	Central		M	H	\$60.00	\$0.00	\$6.00	\$54.00	\$0.00
240113	BART Hayward Maintenance Complex	BART	Central		M	TR	\$585.00	\$5.30	\$0.00	\$579.70	\$0.00
21100	I-580 Vasco interchange	City of Livermore	East		M	H	\$60.00	\$51.60	\$8.40	\$0.00	\$0.00
240132	El Charro Road Construction	City of Pleasanton	East		L	R	\$49.00	\$0.00	\$49.00	\$0.00	\$0.00
230086	I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	City of Dublin	East		L	H	\$37.60	\$21.60	\$16.00	\$0.00	\$0.00
240038	Dougherty Road Widening from Sierra Lane to North city Limit	City of Dublin	East		L	R	\$18.40	\$7.40	\$11.00	\$0.00	\$0.00
22776	SR 84 Expressway Widening (Pigeon Pass to Jack London)	ACTC	East		L	H	\$136.50	\$126.50	\$10.00	\$0.00	\$0.00
240250	Dublin Boulevard Widening from Sierra Court to Dublin Court	City of Dublin	East		L	R	\$4.20	\$0.70	\$3.50	\$0.00	\$0.00
240144	I-580 Santa Rita Interchange improvements	City of Pleasanton	East		L	H	\$2.50	\$0.50	\$2.00	\$0.00	\$0.00
240141	I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	City of Pleasanton	East		L	H	\$1.20	\$0.00	\$1.20	\$0.00	\$0.00
240062	SR 84 / I-680 interchange and SR 84 Widening	ACTC	East		L	H	\$244.00	\$0.00	\$0.00	\$244.00	\$0.00
21475	I-580 First St. interchange	City of Livermore	East		M	H	\$40.00	\$35.00	\$5.00	\$0.00	\$0.00
240254	Greenville Widening	City of Livermore	East		M	R	\$10.00	\$5.00	\$5.00	\$0.00	\$0.00
21489	I-580 /Foothill/San Ramon Interchange improvements	City of Pleasanton	East		M	H	\$3.60	\$2.50	\$1.10	\$0.00	\$0.00
21144	I-80 Gilman Street Interchange Improvements	ACTC /City of Berkeley	North		L	H	\$25.20	\$1.40	\$23.80	\$0.00	\$0.00
240279	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	City of Oakland	North		L	R	\$157.00	\$0.00	\$12.00	\$145.00	\$0.00
230604	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	AC Transit	North		M	H	\$610.50	\$0.00	\$5.00	\$605.40	\$0.00
230243	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	City of Alameda	North		M	R	\$4.40	\$0.00	\$0.00	\$4.40	\$0.00
240116	Powell Street Bridge Widening at Christie Avenue	City of Emeryville	North		M	R	\$4.80	\$0.00	\$0.00	\$4.80	\$0.00
240318	I-80 Ashby Interchange	City of Emeryville	North		M	H	\$51.90	\$0.00	\$0.00	\$51.10	\$0.00
22089	Martinez Subdivision	Port of Oakland/MT C	North		M	TR	\$100.00	\$0.00	\$0.00	\$100.00	\$0.00
21482	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	City of Fremont	South		L	R	\$47.80	\$0.00	\$47.80	\$0.00	\$0.00
230103	Grade Separation in the Decoto neighborhood	City of Union	South City		M	R	\$130.00	\$0.00	\$130.00	\$0.00	\$0.00
240053	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	City of Union	South City		M	R	\$100.00	\$0.00	\$100.00	\$0.00	\$0.00
21484	Kato Road widening from Warren Ave. to Milmont	City of Fremont	South		M	R	\$12.30	\$0.20	\$12.00	\$0.00	\$0.00
240051	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	City of Union	South City		M	R	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
240272	Thornton Avenue Widening	City of Newark	South		M	R	\$9.20	\$0.40	\$8.80	\$0.00	\$0.00
240304	Platform Extension at Alameda and San Joaquin Co. ACE Stations	ACE	South		M	TR	\$5.00	\$0.00	\$5.00	\$0.00	\$0.00
SUBTOTAL							\$2,520.10	\$258.10	\$482.60	\$1,788.40	\$0.00

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

GROUP E	N \$40.80	C \$16.00	S \$313.60	E \$112.20	
% of Total	8.5%	3.3%	65.0%	23.2%	\$482.60 CHECK

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>1. Bicycle and Pedestrian Program - RTP ID # 240381</b>							
<b>1A. Countywide Bike Plan Capital Projects network</b>							
1	City of Berkeley	Bay Trail Extension - Berkeley Marina	1	240207	\$31.0	\$31.0	Bicycle and pedestrian infrastructure, support facilities (including operations), and maintenance
2	City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	\$22.4	\$22.4	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.
3	City of San Leandro	East Bay Greenway/UPRR Rail to Trail*	2	240322	\$26.0	\$2.0	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. Formerly listed in IC.
4	City of Hayward	Tennyson Road Pedestrian/bike bridge*	2			\$2.0	4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway
5	City of Fremont	Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	\$0.5	\$0.5	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Midtown in the Central Fremont PDA.
6	City of Dublin	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements)	4	240292	\$7.6	\$7.6	This project proposes to enhance the Iron Horse Trail located in the City of Dublin by constructing a pedestrian/bicycle bridge overcrossing at Dublin Boulevard
7	City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements)	4	240294	\$7.9	\$7.9	This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin.
8	City of Pleasanton	Iron Horse Trail Construction of Ped/ Bicycle bridge over Arroyo Mocho.	4	240170	\$0.2	\$0.2	Phase 2 of the Pleasanton Iron Horse Trail project will provide pedestrian/bicycle bridge or ramp access to southern Zone 7 access road. Access to southern access road will eliminate Iron Horse Trail Crossing of Santa Rita Road by allowing use of undercrossing on the south side of the Arroyo.
9	City of Pleasanton	Iron Horse Trail construction in South Pleasanton	4	240194	1.7	1.7	This project will complete the final leg of the Iron Horse Trail in Pleasanton from the current terminus at Busch Road to the City Limits at Shadow Cliffs on Stanley Boulevard
10		Countywide Bicycle Plan implementation	multi		\$249.0	\$249.0	Implementation of projects and programs included in the updated Countywide Bicycle Plan (Cost estimate is a placeholder based on 2006 Plan)
11		Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)*	multi	240347	\$615.4	\$615.4	Construct new segments and close existing gaps along three major trails within Alameda County: 1) Iron Horse Trail (\$53M); 2) East Bay Greenway (\$1.9M); and 3) Bay Trail (\$233M). East Bay Greenway project includes acquisition of UP RR Right of Way north of Industrial Parkway in Hayward. Also includes subset of specific projects formerly listed under IC: (i) City of Fremont - 240291 - Rail to Trails Fremont UPRR/BART Corridor Trail \$4.4M total cost; (ii) City of Oakland - 240227 - Bike/ped bridge over Lake Merritt Channel, access around existing bridges over Oakland Estuary, connecting from existing facilities to Bay Trail. \$77M total cost
<b>Total by Subcategory</b>							
12		Countywide Pedestrian Plan implementation	multi		\$892.0	\$892.0	Implementation of projects and programs included in the updated Countywide Pedestrian Plan. Cost estimate is a placeholder based on the 2006 Plan
13	City of Pleasanton	Pedestrian Gap Closure Projects over I-580 and I-680	4	240189	\$2.0	\$894.0	Pedestrian and bicycle gap closure projects
<b>Total by Subcategory</b>							
12		Countywide Pedestrian Plan implementation	multi		\$892.0	\$892.0	
13	City of Pleasanton	Pedestrian Gap Closure Projects over I-580 and I-680	4	240189	\$2.0	\$894.0	\$0.0

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>1C. Local Bike &amp; Pedestrian Plan Implementation</b>							
14	City of Alameda	Bike and Ped Infrastructure	1	240191	\$15.6		To provide funding for bicycle and pedestrian networks in the City.
15	City of Albany	Bike/ped expansion - Cleveland Avenue Improvements	1	240352	\$1.1		The project entails continuing the Class I bikeway from the 500 block of Pierce St. through the surplus parcel of land and connect it to the bike lanes planned for Cleveland Avenue. Included in this phase is the extension of the sound wall along the 500 block of Pierce St.
16	City of Albany	Key Route Boulevard	1		\$1.5		Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress
17	City of Albany	Pierce Street Bicycle Bikeway*	1		\$1.0		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		\$3.0		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		\$3.0		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 bike improvements	1		\$0.7		bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress
21	City of Berkeley	Berkeley Bicycle Plan implementation , including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements)	1	240206	\$17.9		Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements
22	City of Emeryville	Emeryville Greenway (Bicycle/Pedestrian Expansion)	1	240201	\$1.5		Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way).
23	City of Emeryville	Bicycle/Pedestrian Enhancements	1	240188	\$0.1		This project will complete implementation of the 1998 Bicycle and Pedestrian Plan, including bicycle boulevard stencils, bicycle detection loops/video detection at traffic signals, and installation of signs on most of the network.
24	City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	240225	\$20.0		Completion of bicycle and pedestrian projects citywide. Work includes pavement resurfacing, furniture, street trees and other enhancements.
25	Alameda County	San Lorenzo Creek Trail	2	240049	\$10.0		The San Lorenzo Creek project extends from Mission Boulevard to the Meek Estate. The project includes a multi-use pathway and serves the County grow opportunity area on East 14th / Mission Blvd.
26	City of Hayward	Bike-Pedestrian Enhancements*	2	240016	\$9.5		<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>
27	City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	\$9.0		Improvement of pedestrian and bicycle connection to Central Park between Fremont Blvd and Paseo Padre Parkway, including realignment of flood control channel, pedestrian path, landscape, curb, and a bridge connection to Central Park.
28	City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	240262	\$1.6		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.
29	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	\$5.9		Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
30	City of Newark	Bike/Ped Expansion: Dublinarton TOD Bay Trail Plan Implementation	3	240284	\$30.0		Pedestrian and Bicycle Master Plan Implementation
31	City of Newark	Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation	3	240288	\$3.0		Dunbarton TOD Bay Trail Railroad Overcrossing
32	City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	240289	\$2.5		Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing

**Attachment 4: List of First Draft CWTTP Programs**  
**\*Specific suggestions from members of the public through outreach activities**  
**Yellow highlight = programmatic capital projects**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
33	City of Union City	Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center @ Union City Intermodal Station	3	230100	\$20.0	\$20.0	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
34	City of Livermore	Bicycle/Pedestrian Expansion - Master Plan Implementation	4	240255	\$150.0		Implement projects identified in Bike and Ped Master Plan
35	City of Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel	4	240173	\$3.4		This project will provide a paved class one trail from Hopyard Road to the eastern Pleasanton City Limit. This will provide a 3.2 mile paved trail between Pleasanton and Livermore Trail connection for both recreational and commute trips
36	City of Pleasanton	Arroyo Mocho Bridge Construction	4	240172	\$0.2		This project will construct a new bridge over the Arroyo Mocho to connect the south Zone 7 access road to the Hacienda Business Park
37	City of Pleasanton	Stoneridge Mall Gap Closure	4	240192	\$1.4		Mixed use development is identified around the Stoneridge Mall but significant gaps in the pedestrian pathway exist. This project closes those gaps.
38	Alameda County	Sidewalk Improvements	multi	240107	\$18.8		Sidewalk Projects at various locations in Alameda County unincorporated areas
39		Implementation of Local Bicycle and Pedestrian Plan projects and programs	multi		\$330.7	\$34.9	Implementation of projects and programs included in local bicycle and pedestrian plans
<b>Total by Subcategory</b>							
<b>1D. Bike Support Facilities - Capital &amp; Operations</b>							
40		Bike parking	multi		\$6.0		Includes bike parking, storage and changing facilities, showers
41		Bikesharing	multi		\$6.0	\$0.0	Implementation of bike-share programs
<b>Total by Subcategory</b>							
<b>1E. Infrastructure Maintenance</b>							
42		Maintenance of bike and pedestrian facilities	multi		50		Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure. \$50M proposed for total subcategory.
<b>Total Program Type Total</b>				\$2,244.4	\$706.2	\$475.0M	
<b>Overall Program Type Total</b>							

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

**Attachment 4: List of First Draft CWTW Programs**  
**\*Specific suggestions from members of the public through outreach activities**  
**Yellow highlight = programmatic capital projects**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>2E. Station and Stops Improvements (access, expansion and amenities)</b>							
56	City of Berkeley	Downtown Berkeley BART Plaza and Transit Area Enhancements	1	240217	\$5.9		Complete construction of all elements of Downtown Berkeley BART Plaza improvements, including transit architecture (custom bus shelter, BART primary (rounda) & secondary entrance canopies), wayfinding signage, capacity improvements, and place-making through new hardscape, street furniture, public art, street trees, and low impact development features.
57	City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	240226	\$106.0		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.
58	City of Emeryville	Transit Station Rehabilitation	1	240247	\$3.9		Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville. <i>PREVIOUSLY LISTED UNDER 2A</i>
59	City of Oakland	Downtown (12th and 19th Street) BART Stations Transit Enhancements	1	240232	\$139.0		Enhance pedestrian and bicycle access to downtown BART stations through streetscape projects incorporating pedestrian enhancements, construction of safe basements underneath sidewalks, paving, sidewalks, bicycle facilities, bicycle storage and bike station development, and signage.
60	City of Fremont	BART Warm Springs Station West Side Access Improvements	3		\$11.0		The proposal is to construct station access structure on the west side of the new Warm Springs BART Station. The purpose is to provide access to BART from the proposed 480-acre TOD area west of the new BART station. The access to transit from this site is vital to successful development of the area for mixed uses comprising of residential/commercial R&D. The \$11 m project cost includes the full cost of a BART bridge, including 20-foot wide bridge, ramps, elevators, canopy, lighting, additional fare gates, ticket vending machines, and a station agent booth on the west side of the station. It also includes acquisition of two acres where the access structure lands
61	LAVTA	Bus Stop Improvements <sup>**</sup>	4	230148	\$4.1		To improve bus stops throughout Dublin, Pleasanton, and Livermore to provide ADA access where access does not exist and improved amenities such as passenger shelters, benches, trash receptacles, system maps and schedules, solar lighting, accessibility upgrades, etc.
62	AC Transit	Bicycle/Pedestrian Enhancements on East Bay BRT corridor (non-transit elements)	1, 2	240271	\$24.0		Provides bike/ped improvements, street-scape elements to support BRT on Telegraph Avenue International Blvd./E. 14th street. Includes non-transit ped/bike, lighting, curb cuts and other related improvements. Does not include transit elements, but supports project # 22455
63	AC Transit	Livable Communities/Complete Streets/ADA	multi	240373	\$13.2		Complete Streets improvements, including Livable Communities Ped Improvements, ADA curb cuts, paved countdowns, improved sidewalks, signage and bike improvements along transit corridors. Includes: S13.2 for Alameda County and S1.8 for Contra Costa County
64	ACE	Information Display Kiosks at ACE stations & on-board rail cars	3, 4	240240	\$0.5		Information displays and accompanying infrastructure to provide real time arrival and departure information for ACE and connecting transit/shuttle services. General information, announcements, and advertisements could also be accommodated.
65	ACE	ACE Station Improvements	3, 4	240241	\$0.3		Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA-accessibility.
66	BART	BART Station Capacity (Alameda County portion)	multi	240075	\$294.7		Makes station capacity improvements at 43 BART stations throughout the District. Types of improvements include faregate, stair, and elevator additions; and platform modifications, including platform widening, escalation additions, train-screens, and doors.
<b>Total by Subcategory</b>					<b>\$62.6</b>	<b>\$106.0</b>	
<b>2F. System capacity/communications improvements</b>							
67	City of Fremont	Construct Altamont Commuter Express/Capitol Corridor Station at Auto Mall Parkway	3	240268	\$15.0	\$15.0	Construct a new train station (side platform) at the west end of Auto Mall Parkway in Fremont to serve Altamont Commuter Express and Capitol Corridor trains
68	ACE	Altamont Rail Corridor (Upgrades) Rehabilitation-Track, positive train control, and signaling upgrade	3, 4	240305	\$12.5		Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors.
69	ACE	Interoperable Communications Equipment	3,4	240297	0.2		This project will provide a scalable, cost-effective IP-based solution for quickly establishing communications between disparate systems in support of emergency response and day-to-day operations. Additional funding is being sought for Fremont and Great America.

**Attachment 4: List of First Draft CwTP Programs**  
**\*Specific suggestions from members of the public through outreach activities**  
**Yellow highlight = programmatic capital projects**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
70	AC Transit	Transit Management/Communication Systems*	multi	240205	\$54.7		Computer Aided Dispatch Upgrades, including Automatic Vehicle Locator and Real Time Passenger Information. Bus enhancements including automatic passenger counters, internal text messaging and associated system upgrades required for enhancements to function.
71	BART	BART System Capacity (Alameda County portion)	multi	240089	\$78.3		Make investments across BART system including train control modifications to operations control center and integrated control system; traction power upgrades, 3rd rail feeder cables, negative return capacity in yards, and 1/4 of traction power substations; ventilation in underground stations to handle increased passenger loads; crossovers can reduce fleet demand by 16-30 BART cars, while allowing for more operational flexibility (mitigation of delays, more frequent evening and weekend service).
<b>Total by Subcategory</b>							
<b>2G. Maintenance Facilities Expansion/ Enhancements</b>							
72	LAVTA	New maintenance/ operations facility	4	21151	\$47.3		Constructs a new maintenance facility. LAVTA has outgrown its existing facility. The current facility was designed for no more than 43 vehicles, both motorbuses and demand response. The current LAVTA fleet consists of 75 motor buses and 18 demand response vehicles. The proposed facility would incorporate facilities and parking for up to 160 buses, which will equip LAVTA for the growth anticipated in the Tri-Valley.
73	AC Transit	Maintenance Facility Efficiency Upgrades	multi	21159	\$80.0		Expand/enhance AC Transit facilities such as environmental sustainability projects, heavy equipment, IT infrastructure, other facility improvements.
74	AC Transit	66th Ave Upgrade to Operational Facility	multi		\$12.0		
<b>Total by Subcategory</b>							
<b>2H. Green/ Environmental Program</b>							
75	WETA	Construct new Ferry Operations and Maintenance Facility in Alameda.	1	240014	\$37.0	\$176.3	\$37.0
76	AC Transit	Environmental projects	multi	230121	\$67.0		The project would be to reduce AC Transit's carbon footprint, as well as address other environmental issues associated with bus transit operations such as ZEB fueling and maintenance facility.
77	AC Transit	Greening of Vehicles - environmental program	multi		\$2.6		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.
78	AC Transit	Alternative Fueling Facilities (D3,D6, CMF)	multi		\$37.0		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 cleanup of historical contamination; continued efforts in preventing contaminants from entering storm water drains at facilities.
<b>Total by Subcategory</b>							
<b>Overall Program Type Total</b>							
<b>Proposed Total Program Allocation: \$1100.0M</b>							
<b>\$1,892.4</b>							
<b>\$158.0</b>							
<b>\$0.0</b>							

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (Capital)	Project Description
<b>3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383</b>							
<b>3A. Transit and Paratransit Operations Restoration and Expansion</b>							
79	AC Transit	College/Broadway Corridor Improvements - Transit Priority Measures	1	240372	\$5.0		Operations, service expansion, transit priority measures (TPM), fare incentives, maintenance.
80	City of Alameda	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART*	1	240077	\$9.0		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 realtime passenger information.
81	City of Berkeley	Downtown Berkeley Transit Center	1	240179	\$26.8		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.
82	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures	1		\$3.6	\$3.6	Design and construct a Downtown Berkeley Transit Center, potentially including bus turn-around, boarding platforms, visitor information facilities, and safe pedestrian access to transit.
83	City of Berkeley	1-80 Corridor Transit Service	1		\$20.0		Restore Service to 2009 Levels to Higher Density neighborhoods.
84	AC Transit	Foothill TSP - Transit Priority Measures	2		\$2.0	\$2.0	Lifeline Service for low-income communities • I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan
85	ACE	UPRR Capital Access Fee	3, 4	240274	\$1.9		• West Berkeley Circulation Master Plan • AC Transit Service Plan
86	AC Transit	Transit Priority Measures (TPM)	1,2,3	230111	\$ 264.0		As part of the second amendment to the SJRR/C/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.
87	AC Transit	Speed Protection in Urban Core	multi		\$48.0		Transit Priority Measures (TPM), corridor or street improvements, and rider amenities within Alameda County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership, such as: signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bays, if appropriate), as well as a HOV facilities on bridges and appropriate access roadways. Also includes single intersection-level improvements not included in a larger corridor projects.
88		Transit Service Restoration and Enhancement*	multi		\$976.2		Maintain existing transit service, restore previously cut transit services, and expand existing and new transit services. Includes (1) Per year, for service changes to routes 77, 84, 93, 97, 99 and new door-to-door service for South Hayward and Bayfair BART. (2) Implementation of Berkeley'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
89		Paratransit Operations (mandated and non-mandated)	multi				Maintain and expand paratransit service operations
<i>Total by Subcategory</i>						\$1,356.5	\$46.4
<b>3B. Transit Fare Incentives</b>							
90	Alameda County Office of Education	Student Bus Pass*	multi		\$375.0		
<i>Total by Subcategory</i>						\$375.0	\$0.0
Provide free bus passes to all middle and high school students in Alameda County							

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#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>3C. Preventive Maintenance</b>							
91	ACE	Annual Preventive Maintenance costs for rail cars and locomotives.	3.4	240311	\$9.0		Annual Preventive Maintenance costs for rail cars and locomotives. <i>FORMERLY LISTED UNDER 2A TRANSIT CAPITAL RE/HAB</i>
92	LAVTA	Maintenance Facilities -- state of good repair	4	230151	\$4.1		LAVTA owns and maintains three main facilities: the administrative, operations, and maintenance facility, the Livermore Transit Center, and the Atlantis Satellite Bus Facility. As these facilities age, regular on-going maintenance, major and minor, is required to maintain the assets in a state of good repair. This program would provide on-going funding to maintain and extend the useful life of the Authority's three main facilities. <i>FORMERLY LISTED UNDER 2G MAINTENANCE FACILITIES</i>
<b>Total by Subcategory</b>				<b>\$13.1</b>	<b>\$0.0</b>	<b>\$46.4</b>	<b>Proposed Total Program Allocation: \$1000.0M</b>
<b>Overall Program Type Total</b>							

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>4. Community Based Transportation Plan (CBTP) Implementation - RTP ID # 240384</b>							
93	City of Emeryville	Lifeline Transportation		1	240209	\$0.1	Continue operation of the Emeryville Lifeline Transportation Program, a door to door shuttle called "8 to Go" for the duration of the Plan's funding cycle.
94	in Central and E. Oakland	Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects				\$8.9	\$1.7 million to \$8.9 million, depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving).
95	in Central and E. Oakland	Improve bicycle connections to BART stations Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave (signing and striping and/or lane conversion projects)				\$0.0	\$37,500. The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately \$75,000 per mile. This project is 0.50 miles in length.
96	in Central and E. Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 88th Ave. (signing and striping and/or lane conversion projects)				\$0.1	\$93,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed bicycle lane is 0.93 miles in length.
97	in Central and E. Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd (signing and striping and/or lane conversion projects)				\$0.1	\$132,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 1.32 miles in length.
98	in Central and E. Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street (signing and striping and/or lane conversion projects)				\$0.1	\$55,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 0.55 miles in length.
99	in Central and E. Oakland	Coliseum BART to Bay Trail Connector Path*				\$2.2	\$2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass.
100	in Central and E. Oakland	Bicycle Programs: Offer Road I Courses to residents in the project area				\$0.5	The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.
101	in Central and E. Oakland	Bicycle Programs: Provide funding for Cycles of Change program				\$1.3	Increase Cycling Options for Youth and Low-Income Residents
102	In city of Alameda	Implement Bus Stop and Shelter Improvements				\$0.2	\$220 per trash can (plus \$36 weekly for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually for maintenance) City of Alameda \$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Releaf; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs
103	In city of Alameda	Improve the Pedestrian Experience in Alameda Point				\$0.3	\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing
104	In city of Alameda	Install Pedestrian Street Lights				\$0.5	\$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
105	In city of Alameda	Improve Pedestrian Access between West Alameda and Oakland				\$100.0	\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island
106	In city of Alameda	Increase Pedestrian Crossing Visibility and Safety				\$1.5	

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107	In city of Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	1		\$0.1		\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes
108	In city of Alameda	Create More Bicycle Lanes throughout Alameda	1		\$0.1		\$10,000 per linear mile
109	In city of Alameda	Increase the Bicycle Capacity Onboard Buses	1		\$0.1		\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks
110	In city of Alameda	Increase Bicycling Options for Youth and Low-Income Residents	1				Cycles of Change has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.
111	In city of Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$3.7		
112	In city of Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$8.3		\$7 million, plus an annual cleaning cost of \$50,000
113	In city of Alameda	Increase Education Regarding Bicycling Routes and Safety	1		\$50.3		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
114	in city of Berkeley	Expansion of Berkeley Paratransit Services Taxi Script Program	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
115	in S. and W. Berkeley	Bus Stop and Shelter Improvement	1		\$0.1		Shelters/benches at no cost; solar powered lighting \$700 to \$3,000 per stop/shelter, transit info. \$85-\$385 each
116	in S. and W. Berkeley	Improved Pedestrian Signal Timing	1		\$0.1		
117	in S. and W. Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		\$0.1		City staff can implement
118	in S. and W. Berkeley	Shared Roadway Pavement Markings	1		\$0.0		
119	in S. and W. Berkeley	Improved Pedestrian Lighting	1		\$1.0		\$768,000 to \$1,024,000
120	in S. and W. Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	1		\$0.1		
121	in S. and W. Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	1		\$0.5		\$10,000 to \$20,000
122	in S. and W. Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	1		\$0.5		\$400,000 to \$500,000
123	in S. and W. Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Shared Roadway Pavement Markings on Class II.5 Bikeways and Traffic Circle Approaches)	1		\$0.4		See "Improved Crossings at Bicycle Boulevards"
124	in W. Oakland Wood	Pedestrian Improvements/Bikes Lanes: Mandela, 8th,	1		\$1.4		
125	in W. Oakland	7th Street Streetscape Project - Phase I	1		\$1.3		West Oakland
126	in W. Oakland	Bike Lanes: Market Street	1		\$0.4		West Oakland
127	in W. Oakland	Bike Racks	1		\$0.0		\$150/rack
128	in W. Oakland	Cycles of Change program	1		\$0.2		\$90,000 for two years for O&M
129	in W. Oakland	7th Street Streetscape Project - Phase II	1		\$6.0		\$5-6 million
130	in W. Oakland	Bike Lanes: Grand Avenue and 14th Street	1		\$1.1		Grand: \$200,000-\$250,000; 14th: \$500,000-\$800,000
131	in W. Oakland	Traffic Calming: Peralta Street : Design only	1		\$0.1		\$100,000 (design only)
132	in W. Oakland	Bikeway: Middle Harbor Shoreline Park	1		\$2.0		TBD: Part of multi-million roadway project that has not been designed.

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133	In W. Oakland	Subsidized car sharing-W. Oakland	1		\$2.8	\$110K/Year	
134	In W. Oakland	Comprehensive Transportation Land Use Plan W.	1		\$0.2	\$150K	
135	In W. Oakland	BART underground - W. Oakland	1		\$0.0	\$1,050M.	To address noise concerns. Tier 3 priority in CBTP. \$200-350M/mile. TOTAL COST ESTIMATE
136	In W. Oakland	CBTP Project Implementation Assistance W. Oakland	1		\$0.0	\$15K	
137	In W. Oakland	Medical Service Access (Taxi Return)	1		\$1.3	\$50K/year	
138	In Ashland, Cherryland and S. Hayward	BART Transit Village Parking	1		\$0.1	\$5K (community monitoring)	
139	In Ashland, Cherryland and S. Hayward	Bicycle Parking	2		\$0.1		Operating Costs: \$0 - \$50/year per unit for maintenance; Capital Costs: \$200 - \$450 per bike rack unit; \$3000 per 8-10 unit bike lockers
140	In Ashland, Cherryland and S. Hayward	Bus Shelters	2		\$0.2		\$215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location
141	In Ashland, Cherryland and S. Hayward	Sidewalks in Cherryland	2		\$36.0		\$36,000,000. Operating Costs: Some maintenance costs; Capital Costs: \$500,000 per block
142	In Ashland, Cherryland and S. Hayward	Lighting	2		\$0.1		\$120,000. Operating Costs: \$42/year per unit (electric charge only); \$95 - \$120/year electricity and maintenance; Capital Costs: \$12,000 for a new light pole; \$2,000 - \$3,000 if light can use an existing pole and wiring
143	In Ashland, Cherryland and S. Hayward	Bicycle Lanes	2		\$0.3		Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: \$30,000 per roadway mile for striping and signage
144	In Ashland, Cherryland and S. Hayward	Bicycle Purchase Assistance	2		\$1.0		Operating Costs: program cost depends on available funds - \$200,000/year for administration as part of an existing program; Capital Costs: \$200/bicycle, lock, and helmet
145		Bus Shelters	2		\$0.2		One-time cost for forty shelters
146		Transportation Information on Cable Television	2		\$0.0		One-time cost to adapt existing video
147		Information Center	2		\$0.1		2 Communities (\$60K each per year) plus equipment (\$20K one-time)
148		Information at Stops and on Buses	2		\$0.0		Info at shelters for both equipment and materials
149		Bicycle Purchase Assistance	2		\$0.1		To provide 200 bicycles, the minimum to justify administrative costs is \$20K per year
150		Bicycle Racks	2		\$0.0		5 per community (for 3 communities)
		CBTPs' implementation of specific recommendations including transit, local road, streetscape, bike, pedestrian and TDM elements	multi		\$100,000		Includes (City of Alameda CBTP, Central Alameda County CBTP, West Oakland CBTP, Central and East Oakland CBTP, and South and West Berkeley CBTP.
151		BART Noise Study	multi				Reduce noise impacts for neighborhoods
152		BART Rail Grinding	multi				Reduce vibration impacts on neighborhoods
<b>Total by Subcategory</b>				<b>\$336.2</b>	<b>\$100.0</b>		
<b>Overall Program Type Total</b>				<b>\$336.2</b>	<b>\$100.0</b>		<b>Proposed Total Program Allocation: \$83,00M</b>

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>5. Local Road Improvements Program - RTP ID # 240386</b>							
154		Congestion relief			\$0.0	\$0.0	Congestion relief on local streets and roads
<b>Total Subcategory</b>							
155	ACTC	Arterial Performance Initiative Program	multi	230224	\$ 200.0	\$200.0	\$0.0
<b>5A. Major Arterial Performance Initiative Program</b>							
156	City of Albany	Local Road Safety - Marin Ave	1	240350	\$2.6		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.
157	City of Berkeley	State Route 13/Ashby Avenue Corridor Improvements	1	240202	\$7.9		Enhance pedestrian and bicycle safety, provide Safe Routes to Schools and Transit, improve traffic safety on State Route 13/Ashby Avenue in Berkeley
158	City of Berkeley	Railroad Crossing Improvements @ Gilman	1	230116	\$108.2	\$108.2	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.
159	City of Berkeley	Ashby/State Route 13 Disaster Resilience	1	240266	\$54.9		Undergrounding of utilities on Ashby/State Route 13 to ensure resiliency of emergency evacuation routes in the event of a disaster.
160	City of Emeryville	Local Road Safety - rail improvements at 63rd, 66th, 67th Streets	1	240199	\$4.9		Rail safety improvements consisting of 4-quadrant gates and detection technology at local roadway crossings at the UPRR main line at 63rd, 66th and 67th Streets consistent with Quiet Zone approval.
161	City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	240221	\$7.5		Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings.
162	City of Oakland	Local Road Safety	1	240222	\$10.0		Street Realignments, signal modifications, intersection modifications, guardrail installation, shoulder construction and other measures to increase the safety of existing roadways.
163	City of Oakland	Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS)	1	240277	\$20.3		Improve safety along MacArthur Blvd between High Street and Seminary by altering lane widths, installing additional traffic signals, adding bike lanes, a path, and pedestrian crossings; move curb and gutter in sections of the street, relocate utility poles to provide ADA width sidewalks, provide retaining wall in one location.
164	Alameda County	Crow Canyon Road Safety Improvements Project	2	240094	\$15.7	\$15.7	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.
165	Alameda County	Redwood Road/A Street Improvements (I-580 to Hayward city limits)	2	240111	\$9.0		The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road / A Street between I-580 and Hayward city limit. The project includes, wider sidewalk, bicycle lanes, median islands, and improve crosswalks.
166	Alameda County	Redwood Road Safety Improvement Project (Castro Valley to Oakland)	2	240325	\$47.0		The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road between Oakland City limits and Batti 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.
167	City of Hayward	Tennyson Road Grade Separation	2	240055	\$13.7	\$13.7	Construct an underpass on Tennyson Road between Whisman and Huntwood Avenues
168	City of San Leandro	Lake Chabot Road Stabilization (Chabot Ter to Astor Dr)	2	240306	\$5.0		Road embankment stabilization from Chabot Terrace to Astor Dr in San Leandro
169	City of Fremont	Safety improvements at UPRR - Fremont Blvd, Maple, Dusterberry, Nursery	3	240208	\$3.1	\$3.1	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.

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170	City of Fremont	Vargas Road Safety Improvement Project from I-680 to the Vargas Plateau Regional Park	3	240265	\$5.0		Widening of Vargas Road from Pico Road to Morrison Canyon Road and widening of Morrison Canyon Road from Vargas Road to County Line to 18' wide paved road with 1' shoulder on each side and turnouts
171	City of Newark	Central Avenue Railroad Overpass	3	21103	\$15.3		Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.
172	City of Newark	Mowry Avenue Railroad Overpass	3	240273	\$9.0		Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark.
173	Alameda County	Patterson Pass Road Safety Improvements Project	4	240095	\$94.0		The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Tesla Road between Greenville Road and the San Joaquin County line. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases.
174	Alameda County	Testa Road Safety Improvements Project	4	240096	\$145.0		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.
175	Alameda County	Altamont Pass Safety Improvements Project	4	240097	\$8.4		The project includes roadway realignment, shoulder widening, installation of median barriers along Vasco Road between Contra Costa County and the City of Livermore.
176	Alameda County	Vasco Road Safety Improvements Project Phase II (Local Road Safety) Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks	4	240098	\$27.0		Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks
177	City of Pleasanton and Highland Oaks	Safety improvements	multi				Examples include rail crossings, roadway crossings, etc.
178		Grade separations	multi				Grade separations at rail lines and major roadways for safety for auto/ bike / pedestrians
179							
<b>Total by Subcategory</b>					<b>\$614.8</b>	<b>\$165.0</b>	
<b>5C. Street-scape Improvements / Complete Streets</b>							
180	City of Alameda	Shoreline Drive streetscape: bicycle, transit, and pedestrian access improvements	1	240080	\$19.1		Provides an enhanced Class 1 bike path with a landscaped median and gateway features on and near Shoreline Drive. Improved landscaping and gateway features. Improved bus stops, bicycle parking and pedestrian scaled lighting. The project also includes constructing an enhanced bicycle/pedestrian bridge on Bay Farm Island to replace the existing "Wooden Bridge", which was built in the early 1980s.
181	City of Albany	State Highway Preservation (San Pablo Ave?)	1	240354	\$2.9		The proposed project entails implementing median sidewalk and crosswalk improvements to make this roadway easier to navigate for pedestrians and to create a more enticing environment that attract pedestrian oriented businesses.
182	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	240197	\$26.9		Implement Berkeley Pedestrian Master Plan, adopted 6/10. The Plan includes well developed conceptual plans, which include Safe Routes to Schools, and Safe Route to Transit elements. <i>PREVIOUSLY LISTED UNDER IC: LOCAL BIKE/PED PLAN</i>
183	City of Berkeley	(Complete Streets) Non-Capacity Increasing Local Road Intersection Modifications and Channelization	1	240228	\$38.5		Berkeley Complete Streets Road Network Improvements. Restore 1-way streets to 2-way operation per Southside Plan. Reconfigure Shattuck Avenue in Downtown Berkeley for continuous 2-way traffic on west leg of Shattuck Square per Downtown Plan. Implement West Berkeley Circulation Master Plan. Study and develop reconfiguration designs for Adeline per UC Berkeley Study.
184	City of Berkeley	Complete Streets: Roadway Network Improvements	1		\$11.0		Southside roadway revision to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulation Master Plan. Adeline/Ashby corridor. 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

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185	Alameda County	Castro Valley Blvd Streetscape Improvements Project Phase II	2	240102	\$18.0		To create a safe, comfortable and attractive pedestrian main street for downtown Castro Valley, a series of street improvements along Castro Valley Boulevard between San Miguel and Strobridge. 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.
186	Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III*	2	240103	\$25.8		E. 14th Street/Mission Blvd. (Route 185) Streetscape Improvement Project extends from 162nd Avenue to Ruths Court (Hayward City Limit). The project features include new widen sidewalks, stop improvements, intersection bulb-outs, landscaping, and raised medians.
187	Alameda County	Hesperian Blvd Streetscape Improvements Project	2	240104	\$11.8		The project includes installing wider sidewalks, reducing travel lanes, improving transit facilities, planting street trees, constructing medians, and enhancing pedestrian lighting along Hesperian Blvd. between San Leandro city limit and Hayward city limit
188	Alameda County	East Lewelling Blvd. Streetscape Improvements Project Phase II	2	240110	\$21.5		The project includes wider sidewalks, bicycle lanes, median islands, and landscaping along E. Lewelling Blvd. between Mission Blvd. and Meckland Avenue.
189	City of San Leandro	San Leandro East 14th Street Streetscape Improvements*	2	240270	\$8.3		Streetscape Improvements along East 14th Street
190	City of Dublin	Iron Horse bicycle, pedestrian and transit route	4	21460	\$12.8		A bicycle/pedestrian roadway and transit lane in existing Alameda County right-of-way between the East Dublin BART station and Dougherty Road from Scarlett Drive to North City Limit to accommodate transit and bicyclists. Environmental review and preliminary engineering is complete.
191	City of Pleasanton	Complete Streets Project in Hacienda Business Park	4	240184	\$7.5		Redesign and construction of existing 4.5 and 6 lane arterial and collector roadways in Hacienda Business Park to a complete street design that incorporates bike lanes, friendly transit stops, improved landscapes and wide and connected walking paths.
192		Complete Streets - implementation	multi				Implementation of Complete Streets to improve mobility for all modes: transit, bike, walking, driving
<b>Total by Subcategory</b>				<b>\$204.1</b>	<b>\$0.0</b>		
<b>5D. Coordination with Freeways</b>							
193	City of Oakland	Route 24 /Caldecott Tunnel Enhancements - Settlement Agreement projects*	1	230171	\$15.0	\$150 Oakland <i>FORMERLY LISTED UNDER 5E COMPLETE STREETS</i>	Intersection improvements, bicycle and transit access improvements and soundwalls on Route 24 in
194		Better coordination between freeway and local streets	multi		<b>\$15.0</b>	<b>\$15.0</b>	Improve connections between local streets and freeways
<b>5E. Traffic calming</b>							
195	City of Oakland	Harrison-Oakland Avenue Major Street Improvements	1	240278	\$12.4		Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings
196	City of Hayward	(Traffic Calming) Local Road Safety	2	240029	\$5.0		A lump sum to implement various traffic calming measures on local residential streets
<b>Total by Subcategory</b>				<b>\$17.4</b>	<b>\$0.0</b>		

**Attachment 4: List of First Draft CWTP Programs**  
**\*Specific suggestions from members of the public through outreach activities**  
**Yellow highlight = programmatic capital projects**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>5F. ITS/Signals</b>							
197	City of San Leandro	Traffic Signal Systems Upgrade	2	230198	\$2.8		Provides citywide traffic signal system elements to provide an ITS including new controllers, system communication, facilities, detection, upgrades and relocations, emergency vehicle preemption, speed, level of service monitoring along with advance detection and implementation of Adaptive Traffic Control on critical corridors of Hesperian Bl, Washington Av, San Leandro Bl, Marina Bl, Doolittle Dr, Baerfoot Av, Davis St and East 14th St, and all arterials.
198	ITS/SMART Corridors	multi		\$2.8		\$0.0	Ongoing implementation
<i>Total by Subcategory</i>							
199	5G Signage	Wayfinding Signage	multi		\$0.0	\$0.0	Installation of effective wayfinding signage
<i>Total by Subcategory</i>							
<b>Overall Program Type Total</b>				\$1,054.1	\$180.0	<b>Proposed Total Program Allocation: \$475.0M</b>	

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>6. Local Streets and Roads Operations and Maintenance (O&amp;M) Program - RTP ID # 240387</b>							
<i>Pavement and other maintenance, signal operations, ITS</i>							
<b>6A. Pavement Rehabilitation</b>							
200	City of Albany	Buchanan Overcrossing*	1		\$0.7		Rehabilitation, includes resurfacing and traffic improvements
201	City of Oakland	(Pavement) Non-Capacity Increasing Local Road Rehabilitation	1	240219	\$487.0		Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation. <i>FORMERLY LISTED UNDER 6B</i>
202	City of San Leandro	San Leandro Local Streets & Roads Rehabilitation Project	2	240302	\$80.0		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.
203	City of Newark	(Pavement) Local Streets and Roads O&M	3	240285	\$62.5		Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, striping, base failure repair, etc. <i>FORMERLY LISTED UNDER 6B</i>
204	City of Livermore	(Pavement) Local Streets and Roads O&M	4	240298	\$1,34.0		Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11
205	Alameda County	Pavement rehabilitation	multi	240108	\$15.2		Pavement Management Update Report <i>FORMERLY LISTED UNDER 6B</i>
206		Pavement rehabilitation	multi				Pavement Rehabilitation at various locations in Alameda County unincorporated areas
<b>Total by Subcategory</b>				<b>\$79.4</b>	<b>\$0.0</b>		
<b>6B. Maintenance / Operations</b>							
207	City of Alameda	Local Streets and Roads O&M	1	240187	50		This project will provide funding for maintenance and rehab of Alameda streets. The funding will also be used for maintaining ITS infrastructure in the City.
208	City of Albany	Local Streets and Roads O&M (Solano Ave biw Masonic and Berkeley city limit)	1	240342	\$2.5		This project entails pavement resurfacing and implementation of pedestrians improvements, such as bulb outs at intersections, curb ramps, and visible crosswalks at selected intersections along Solano Avenue from Masonic Avenue to the Berkeley City Limit.
209	City of Albany	Local Streets and Roads O&M (Cleveland Ave)	1	240343	\$2.7		Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes.
210	City of Berkeley	Local Streets and Roads O&M	1	240224	\$71.2		Rehabilitate and repair local streets and roads in Berkeley following Complete Streets policies, including street resurfacing, preventative maintenance, sidewalk repair and replacement. ADA curb ramp installation, bus pad installation and low-impact development Green Streets elements where feasible. <i>FORMERLY LISTED UNDER 5E COMPLETE STREETS</i>
211	City of Oakland	Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	230169	\$26.9		Provides ITS elements including new controllers, signal interconnect/coordination, transit priority, speed and level of service monitoring, real time arrival information, CCTV, incident management, and emergency vehicle preemption along Hegener Road, 73rd Avenue, 98th Avenue, East 14th Street, International Boulevard, San Leandro Street, High St, MacArthur Boulevard, Telegraph Avenue and Broadway.
212	City of Oakland	Local Streets and roads O&M: Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance	1	240220	\$12.5		Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance
213		O&M for local streets and roads	multi				Support maintenance and operations of local streets and roads infrastructure
<b>Total by Subcategory</b>				<b>\$165.8</b>	<b>\$0.0</b>		

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 Yellow highlight = programmatic capital projects

#	Sponsor/ Location	<u>Program Name</u>	Planning Area	RTP ID# (if application submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	<u>Project Description</u>
<b>6C. ITS/Signals</b>							
214	ACTC	I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project	1	230226	25.2		Arterial component of I-80 ICM project. This is the corridor management along parallel arterials and the connecting roadways across Alameda County and Contra Costa County along the Interstate 80 (I-80) corridor.
215	City of Livermore	I-580 SMART corridor (Local Streets and Roads) O&M - Livermore's share	4	240300	\$2.0		Livermore's share of I-580 Smart Corridor operations and maintenance plus local coordinated signal systems
216		SMART corridors coordination	multi				Ongoing program operation
<b>Total Program Type Total</b>				<b>\$27.2</b>	<b>\$0.0</b>		
<b>Total Subcategory</b>				<b>\$972.4</b>	<b>\$0.0</b>		<b>Proposed Total Program Allocation: \$220.0M</b>

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>7. Highway, Freeway - Safety and Non-Capacity Improvements - RTP ID # 240388</b>							
<b>7A Interchange Improvements</b>							
217	Interchange improvements	multi					
<i>Total by Subcategory</i>				\$0.0	\$0.0		
<b>7B Operations/Safety</b>							
218	Congestion relief	multi					Ongoing program for congestion relief on/for freeways/highways
219	Safety improvements	multi					Ongoing program for safety improvements on/for freeways/highways
<i>Total by Subcategory</i>				\$0.0	\$0.0		
<b>7C Maintenance</b>							
220	Maintenance of state highways	multi					Maintenance of state highways and freeways
<i>Total by Subcategory</i>				\$0.0	\$0.0		
<b>7D Soundwalls</b>							
221	City of Berkeley 1-80 Aquatic Park Soundwall	1	240252	\$17.3			Construct innovative soundwall on Interstate 80/580 at Aquatic Park between University Avenue Interchange and Ashby Avenue Interchange.
222	ACTIC 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.
223	ACTIC Soundwalls	multi	98208	\$10.0			Fulfils a countywide programmatic set aside to construct soundwalls
<i>Total by Subcategory</i>				\$27.3	\$0.0		
<b>7E Freeway Service Patrol</b>							
224	Freeway Service Patrol	multi					Ongoing operation of the regional Freeway Service Patrol tow-truck service
<i>Total by Subcategory</i>				\$0.0	\$0.0		
<b>7F ITS</b>							
225	Maintenance of state highways ITS systems	multi					Maintenance of ITS on state highway system
<i>Total by Subcategory</i>				\$0.0	\$0.0		
<b>Overall Program Type Total</b>				\$27.3	\$0.0		Proposed Total Program Allocation: \$50.0M

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#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>8. Bridge Improvements Program - RTP ID # 240389</b>							
<b>8A Bridge Replacement/ Retrofit/Repair</b>							
226	Alameda County	High Street Bridge Replacement Project*	1	240099	\$40.3		Bridge operations, replacement, repair, maintenance and expansion
227	Alameda County	Park Street Bridge Replacement Project*	1	240100	\$46.3		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
228	Alameda County/City of Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project* <sup>bike/pedestrian elements</sup>	1	240324	\$40.8	\$40.3	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
229	City of Alameda / Alameda County	Fruitvale Avenue Lifeline Bridge Project (rail)	1	240101	\$94.0	\$46.3	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 Tidken Way in Alameda and Fruitvale Avenue in Oakland
<i>Total by Subcategory</i>				\$221.4	\$221.4		
<b>8B Bridge Expansion and Maintenance</b>							
230	City of Pleasanton	Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge)	4	240175	\$5.0	\$5.0	Bernal Bridge (west) second bridge construction.
<i>Total by Subcategory</i>				\$5.0	\$5.0		
<b>8C Bridge Operations</b>							
230	Alameda County	Estuary Bridge Operations	1	240105	\$60.0	\$60.0	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges that connect the City of Oakland and the City of Alameda.
<i>Total by Subcategory</i>				\$60.0	\$0.0		
<b>Overall Program Type Total</b>				\$286.4	\$226.4		Proposed Total Program Allocation: \$100.0M

#	Sponsor/ Location	Program Name <u>Program Location</u>	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>9. Transportation &amp; Land Use (PDA/TOD Program) - RTP ID # 240391</b>							
231	City of Berkeley	San Pablo Avenue Public Improvements	1	240214	\$29.9		Implement the San Pablo Avenue Public improvements Plan in Berkeley to support focused growth along designated PDA corridor.
232	City of Berkeley	Transit-Oriented Development Access Infrastructure	1	240321	\$40.0		To provide necessary infrastructural investments to support focused growth in Transit-Oriented Developments in Berkeley, including Downtown Berkeley and the Ashby BART Station, and all of Berkeley's designated PDAs.
233	in Berkeley	Ashby BART TOD & Station Capacity Expansion*	1	230135	\$20.0		Develop Transit Oriented Development on west parking lot of Ashby BART Station, including supportive workforce, and affordable housing, replacement BART parking, improved bike, ped, and transit access, BART Capacity improvements include new escalators.
234	City of Oakland	Coliseum/Oakland Airport BART Transit Enhancements (Coliseum BART parking structure )	1	240230	\$105.0		Transit Village - Coliseum/Oakland Airport BART. Construction of structured parking to replace current surface lot at the BART station. Reconfigure and expand connections between BART/Oakland Airport Connector/Capitol Corridor/Oakland Coliseum Arena.
235	City of Oakland	West Oakland PDA/TOD Transit Enhancements*	1	240231	\$20.6		West Oakland PDA Transit Enhancement. This project includes improvements to all modes, including streetscape, bike and ped access, and infrastructure enhancements to encourage development and reuse around the West Oakland BART station and environs.
236	City of Oakland	Fruitvale/Diamond PDA: Transit Enhancements*	1	240233	\$35.4		Fruitvale/Diamond PDA Transit Enhancements - Streetscape improvements including pedestrian-scaled lighting, Sidewalk and pedestrian crossing improvements, landscaping, bus shelters, and bicycle facilities.
237	City of Oakland	Eastmont Transit Center PDA: Transit Enhancements	1	240234	\$19.7		Eastmont Transit Center PDA - planning and construction of bicycle, pedestrian and transit improvements at the Eastmont Transit Center and along major bus route corridors along 73rd Avenue, MacArthur Boulevard, Foothill Boulevard and Bancroft Avenue within the PDA.
238	City of Oakland	MacArthur BART Station PDA/TOD: Transit Enhancements*	1	240235	\$13.5		MacArthur BART Station Priority Development Area - enhanced bicycle, pedestrian, and transit connections to the BART station within the PDA boundaries. Projects include streetscape improvements on Telegraph Avenue, Martin Luther King, Jr. Way, and West MacArthur Boulevard, and bicycle connectivity improvements.
		Lake Merritt BART Specific Plan Implementation:.					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 CWTTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests.
239	City of Oakland	Broadway Valdez Specific Plan Area Transit Access Transit Enhancements*	1	240236	\$5.0		
240	City of Oakland	Broadway Valdez Specific Plan Area Transit Access Improvements	1	240323	\$5.9		Broadway Valdez Specific Plan Area Transit Access Improvements,
241	City of Oakland	TOD: 19th Street BART TOD*	1				
242	Alameda County	Castro Valley BART TOD	2				
243	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.
244	City of San Leandro	Bay Fair BART Transit Village (TOD)	2	240296	\$70.0		This project constructs street and pedestrian improvements in the Bayfair BART PDA area to encourage transit oriented development within walking distance to the Bayfair BART Station.
245	City of San Leandro	San Leandro City Streetscape Improvements	2	240271	\$21.0		Pedestrian, bicycle, streetscape, transit center traffic safety, signal and parking improvements to support Transit Oriented Development along major travel corridors in San Leandro including MacArthur Blvd, Marina Blvd, Doolittle Dr., Bancroft Drive, W. Joana Ave and Davis Street. <i>FORMERLY LISTED UNDER 5C STREETSCAPE IMPROVEMENTS</i>

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#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
246	City of Fremont	Fremont Boulevard Streetscape Project (Centerville PDA)	3	240257	\$7.4		The Centerville PDA is one of the key locations in the City's vision to become "strategically urban" and Fremont Boulevard streetscape improvements is one of the highest-priority implementation measures in the entire Framework Plan. The city seeks funding for the following changes to Fremont Boulevard in order to promote an attractive pedestrian area and "complete street" in the heart of the Centerville PDA surrounding the Centerville Train Station: narrowing lane widths/eliminating travel lanes; introducing on-street parking to slow traffic; adding bulbouts, crosswalks, medians, and landscaping; adding new street furniture; street lighting; and signage; adding bike lanes and bicycle parking. <i>FORMERLY LISTED UNDER 5C STREETSCAPE IMPROVEMENTS</i>
247	City of Fremont	Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA	3	240258	\$77.3		Fremont's 110-acre Midtown District is planned as the heart of the Central Fremont Priority Development Area (Central PDA), a mixed-use transit-oriented district located between the Fremont BART Station and the Fremont Boulevard transit corridor. Currently, the Midtown district street network does not fully support the planned future uses; a new street (referred to as "New Middle Road") and the extension of another street (Capitol Ave. from State Street to Fremont Blvd.) are necessary to provide connectivity and to reduce block lengths to a comfortable walking distance. This project proposes to construct the two new street segments and associated landscapes, and to upgrade the streetscape along the existing length of Capitol Ave. with enhanced landscaping, paving materials, street furniture and street lighting. This attractive public space will encourage pedestrian activity and serve as the cultural, civic, and entertainment center for Fremont over the next 20 years.
248	City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	240293	\$1.2		Provide funding for infrastructure support to Priority Development Areas, including the City of Newark's Dumbarton TOD Project.
249	City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program*	4	240267	\$15.1		This program consists of street improvements and pedestrian enhancements within Downtown Dublin (a Priority Development Area) to support and encourage transit oriented development within walking distance of the West Dublin BART Station.
250		TOD / PDA - plans and implementation program	multi				Develop PDA, TOD and GOA plans and implement plan recommendations
251	ACTC	CEQA Mitigation Toolkit (for land use)	multi				Develop a toolkit for land-use development that supports SCS
252	BART	Station Access projects (Alameda County portion)	multi	22675	\$344.1		Combines parking, smart growth / TOD, transit connectivity, bicycle / pedestrian, signage and other access modes essential to meet growing demand for BART services. Prices are broad brush, but comprehensive station plans in tandem with VTA's BART capacity study will give better definition to this large project over time.
<b>Total by Subcategory</b>				<b>\$831.1</b>	<b>\$0.0</b>	<b>Proposed Total Program Allocation: \$200.0M</b>	
<b>Overall Program Type Total</b>				<b>\$831.1</b>	<b>\$0.0</b>	<b>Proposed Total Program Allocation: \$200.0M</b>	

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>10. Planning/Studies - RTP ID # 240392</b>							
<b>10A Planning Studies and Implementation</b>							
253	City of Berkeley	West Berkeley Circulation Master Plan Implementation	1	240229	\$26.7		Implement multi-modal access and circulation projects identified in West Berkeley Circulation Master Plan and West Berkeley Project Environmental Impact Report.
254	City of Berkeley	1-80 University Ave interchange - Study and Design	1	240164	\$33.1		Study and develop design of a full interchange for Interstate 80/580 at University Avenue in Berkeley to enable eastbound I-80 vehicles to exit and travel westbound.
255	City of Emeryville	Regional Planning and Outreach - develop a CBTP	1	240242	\$0.0		Develop a Community Based Transportation Plan to: 1) provide reliable, safe, and affordable access to regional transit infrastructure in adjacent communities (Oakland and Berkeley) to residents of Emeryville; and 2) in collaboration with Oakland and Berkeley, provide reliable, safe and affordable access to Emeryville jobs and retail destinations to the residents of West Berkeley and North Oakland, by addressing barriers to cross-jurisdictional, multimodal travel. <i>FORMERLY LISTED UNDER 4 CBTP</i>
256	ACE	Altamont Corridor Acquisition & Development/Short Haul Freight (Planning and Environmental phase)	3, 4	240276	\$0.0		Contributes local share of continuing the planning and environmental work after the HSRA funded the first 20 months of the project team effort. Given the state budget crisis, HSRA funding for this Phase II Corridor is unlikely. This funding would move the project from the Alternative Analysis to the final stages of the EIR/EIS.
257	ACE	Marketing strategies study	3, 4	240299	\$0.1		Marketing Strategies Study identifying what keeps commuters in their cars and out of public transit. Similar to the Caltrans license plate study, the Altamont Commuter Express seeks to gain a deeper understanding of why commuters continue to drive over the Altamont Pass amongst some of the most congested highways in California instead of taking alternative modes of transit. This study would identify deep consumer insights to help ACE develop and implement effective marketing and communication strategies aimed at digging deeper into the commuters' thoughts and feelings about their car, public transit, traffic congestion, etc. This study will identify the deep mental and emotional universal orientations that structure and guide how people think, feel, and act with regard to commuting.
258	ACE	Northern California Mega Region Rail Plan	multi	240301	\$0.1		This plan will examine how current and planned rail systems (ACE, BART, CalTrain, Amtrak San Joaquin, Amtrak Capitol Corridor, SMART, CAHSR) integrate with each other, other modes of transit, the transportation network, and land use patterns.
259		Planning studies for corridors, specified areas, programs and projects	multi				Ongoing program. Examples of potential studies include: corridor studies, PDA/GOA plans, freight-movement, etc
<b>Total by Subcategory</b>					<b>\$60.0</b>	<b>\$0.0</b>	
<b>Overall Program Type Total</b>					<b>\$60.0</b>	<b>\$0.0</b>	<b>Proposed Total Program Allocation: \$50.0M</b>

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>11. Transportation Demand Management (TDM), Outreach, and Parking Management Program - RTP ID # 240393</b>							
<b>11A Parking programs</b>							
Replace Center Street Garage with new public parking facility to serve the Downtown Berkeley BART Station and proposed Transit Center. The Downtown Berkeley Transit Center Parking Facility will serve visitors to Berkeley and travelers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles.							
260	City of Berkeley	Downtown Berkeley Transit Center Parking Facility	1	240215	\$32.5		This project includes the second phase of the Emeryville Parking Policy and Management Implementation Plan. Phase II involves installation of 31 multi-space meters timed for short term use and 63 meters timed for long-term use in the North Hollis area, except for the low/medium density neighborhood east of Doyle Street as identified in March 2010.
261	City of Emeryville	Parking Management	1	240195	\$1.8		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.
262	City of Oakland	Parking Management	1	240239	\$10.0		
263	City of Pleasanton	Park and Ride construction on Bernal Avenue	4	240165	\$2.4		Construction of a 100 stall park and ride facility adjacent to the Bernal at I-680 interchange.
264		Parking programs / projects	multi				Parking upgrades (infrastructure, equipment)
265		Parking Management/Policies	multi				Parking policies, demand management, pricing, unbundling, etc
<b>Total by Subcategory</b>							
266		11B Transit Cards	multi				Examples include Clipper card, discounted fares, multi-purpose smartcards, etc
<b>Total by Subcategory</b>							
<b>11C School Programs/ Promotion</b>							
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)							
267	City of Oakland	Local Road Safety - Neighborhood Traffic Safety Program and Safe Routes to Schools programs	1	240223	\$10.0		
In city of Alameda		Expand the Safe Routes to Schools Program	1		\$12.5		<i>Included in the Community Based Transportation Plan</i>
268		Outreach to schools/ students	multi				Outreach to schools and school districts for promoting alternative modes, as well as coordination in land-use/ PDA development
269		Crossing guard program	multi		\$30.4		Support for crossing guard programs. FORMERLY LISTED UNDER 1-BICYCLE AND PEDESTRIAN PROGRAM
270		Safe Routes to School implementation	multi				Ongoing program implementation
<b>Total by Subcategory</b>							
<b>11D Greenhouse gas (GHG) Reduction</b>							
272		GHG reduction	multi				Supports local Climate Action Plans, SCS, or addresses sea-level change
<b>Total by Subcategory</b>							
<b>11E Transportation Demand Management (TDM)</b>							
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.							
273	City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	230122	\$11.4		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
274	City of Oakland	Transportation Demand Management (Downtown)	1	240238	\$10.0		

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#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
275	ACTC	Develop Countywide TDM/parking guidelines/ technical assistance program	multi				Ongoing program implementation. Also an element of Program 4 CBTP
276		Guaranteed Ride Home Program	multi				Programs to educate people how to use transit , tailored to their needs. FORMERLY LISTED UNDER 11
277		Travel Training	multi				
278		Safe Routes to Transit	multi				(Moved from 10B)
<b>Total by Subcategory</b>				<b>\$21.4</b>	<b>\$0.0</b>		
<b>11F Pricing Programs</b>		Pricing programs	multi		<b>\$0.0</b>		Examples include congestion pricing, HOT lanes, variable parking fees
<b>Total by Subcategory</b>					<b>\$0.0</b>		
<b>11G Shuttles, Streetcars - Alternatives to Fixed Transit</b>							
280	in Oakland	Senior Shuttle Expansion,	1		\$0.1		City of Oakland or Bay Area Community Services (BACS) O&M Costs \$85K/year
281	in W. Oakland	Youth library shuttle-W. Oakland	1		\$1.5		\$50-60K/year. Included in the Community Based Transportation Plan
282	ACE	ACE Connecting Shuttle Services	3, 4	240303	\$0.7		Provides connecting shuttles to move ACE passenger to either other modes of transit or to their ultimate destination. Partnership with VTA, LAVTA, CCCTA, and private providers to shuttle ACE passengers to employment centers closing the last mile of their commute.
283		Shuttles	multi				Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program
<b>Total by Subcategory</b>				<b>\$2.3</b>	<b>\$0.0</b>		
<b>11H Carsharing</b>		Carsharing	multi		\$0.1		
284		Auto Loan Program - CBTP element	multi		\$0.1		Included in the Community Based Transportation Plan
<b>Total by Subcategory</b>				<b>\$0.2</b>	<b>\$0.0</b>		
<b>11i Outreach, Education and Marketing</b>							
286		Promotion of biking and walking	multi				Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc.
287		Bicycle safety	multi				FORMERLY LISTED UNDER 1 - BIKE/PEDESTRIAN PROGRAM
288		Multi-lingual outreach	multi				Examples include Street Skills/Road Bike classes, and Share the Road campaigns. FORMERLY LISTED UNDER 1 - BIKE/PEDESTRIAN PROGRAM
289		Outreach/Promotion/Education	multi		\$ 30.0		Creating non-English (and culture-sensitive) versions of transportation marketing and education materials. FORMERLY LISTED UNDER IOC
290		Real time information	multi				Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs. Cost estimate from 2006 Countywide Bike/Ped Plans. FORMERLY LISTED UNDER IOC
<b>Total by Subcategory</b>				<b>\$30.0</b>	<b>\$0.0</b>		Examples include real-time transit information, 511, etc
<b>Overall Program Type Total</b>				<b>\$153.5</b>	<b>\$0.0</b>	<b>Proposed Total Program Allocation: \$75.0M</b>	

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>12. Goods Movement Program - RTP ID # 240394</b>							
291		Goods Movement Program	multi		\$ 10.0		<i>Freight-related improvements for truck, rail and ports (capital, operations, ROW) such as truck parking, grade separations, etc</i>
<i>Total by Subcategory</i>							
292	ACTC	Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study)	multi	230117	\$5.0	\$0.0	Improvements in support of freight transportation to support economic vitality
<i>Total by Subcategory</i>							
<b>12A Truck Parking</b>							
293	Port of Oakland	Shore power for ships at the Port of Oakland	1	240190	\$90.0	\$0.0	Install electric utility infrastructure throughout the Port's marine terminal area to provide shore-side power connections that allow vessels-at-berth to turn off their diesel auxiliary engines.
<i>Total by Subcategory</i>							
<b>12B Port Operations Improvements</b>							
294	City of Oakland	Melrose - Coliseum District Street Reconstruction (formerly Oakland Coliseum Transportation Infrastructure Access Improvements?)	1	240290	\$13.2		Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities.
295	City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	1	240280	\$11.5	\$0.0	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.
<i>Total by Subcategory</i>							
<b>12C Truck Impacts to Local Streets - Improvements For</b>							
296	City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation	1	240237	\$20.0	\$0.0	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement.
<i>Total by Subcategory</i>							
<b>12D Truck Routing</b>							
297	City of Oakland	Truck Services at Oakland Army Base (ROW)	1		\$20.0	\$0.0	\$20 million (land costs only)
<i>Total by Subcategory</i>							
<b>Overall Program Type Total</b>							
\$169.7							
<b>Proposed Total Program Allocation: \$200.0M</b>							

**Attachment 4: List of First Draft CWTP Programs**

\*Specific suggestions from members of the public through outreach activities  
 Yellow highlight = programmatic capital projects

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
<b>13. PDA Support - Non-Transportation Program - RTP ID # 240395</b>							
298	City of Livermore	Regional Air Quality and Climate Protection Strategies	4	240256	20		Non-transportation infrastructure to support Priority Development Areas such as sewer, utilities, etc.
299		Non-transportation infrastructure in PDAs	multi				Construct public infrastructure and enhancements to support TOD in the PDAs
<i>Total by Subcategory</i>							
<i>Overall Program Type Total</i>							
<b>14. Environmental Mitigation Program - RTP ID # 240396</b>							
300		Environmental Mitigation for major projects	multi			\$0.0	Mitigation of environmental impacts to support projects moving to construction, such as land banking
<i>Total by Subcategory</i>							
<i>Overall Program Type Total</i>							
<b>15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397</b>							
301	ACE	ACE eTicketing	3, 4	240253	\$1.5		Emerging technologies for transportation and revenue efficiency such as charging stations, communication, HOT/Express lanes toll collection, etc
302	Stopwaste.org	Transportation Energy from Waste	multi		\$75.0	\$0.0	Electronic fare collection system with seamless Clipper integration and associated infrastructure.
303		Alternative and sustainable fuel sources - use of	multi				
304		Alternative Fuel stations - comprehensive network of	multi				
<i>Total by Subcategory</i>							
<i>Overall Program Type Total</i>							
<b>GRAND TOTAL</b>							
<b>\$9,868.6</b>							
<b>\$1,417.0</b>							
<b>\$76.5</b>							
<b>\$0.0</b>							
<b>Proposed Total Program Allocation: \$75.0M</b>							

**Attachment 5: List of First Draft CwTP Programs - PROGRAMMATIC CAPITAL PROJECTS ONLY**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
1	City of Berkeley	Bay Trail Extension - Berkeley Marina	1	240207	\$31.0	\$31.0	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, Bayshore, and the proposed Berkeley Ferry Terminal.
2	City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	\$22.4	\$22.4	This project includes the design and construction of a bike-ped bridge over the I-80 freeway at the location of the Ashby-Sheltonbound Interchange. Approaches to the crossover structure will connect 65th Street on the east approach and to Frontage Road on the west approach. (Formerly listed in IC)
57	City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	240226	\$106.0	\$106.0	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.
75	WETA	Construct new Ferry Operations and Maintenance Facility in Alameda.	1	240014	\$37.0	\$37.0	This project provides the landside site and infrastructure improvements required to house a Central Bay Operations and Maintenance Facility to serve as the central San Francisco Bay base for WETA's ferry fleet, administrative offices, Operations Control Center (OCC) and Emergency Operations Center (EOC). The landside components include fueling, shop, warehouse and office facilities, as well as security, access and mooring facilities. \$24.5m identified in existing funding, which includes \$22m in Measure B funds.
79	AC Transit	College/Broadway Corridor Improvements - Transit Priority Measures	1	240372	\$5.0	\$5.0	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.
80	City of Alameda	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART	1	240077	\$9.0	\$9.0	Implement Rapid Bus Service from Alameda Point PDA via Webster Street, Lincoln Avenue, Tilden Way, Fruitvale Avenue Bridge (Miller Sweeny Bridge), and Fruitvale Avenue to Fruitvale BART Station.
81	City of Berkeley	Downtown Berkeley Transit Center	1	240179	\$26.8	\$26.8	Design and construct a Downtown Berkeley Transit Center; potentially including bus turn-around, boarding platforms, visitor information facilities, and safe pedestrian access to transit.
82	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures	1		\$3.6	\$3.6	
158	City of Berkeley	Railroad Crossing Improvements @ Gilman	1	230116	\$108.2	\$108.2	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.
193	City of Oakland	Route 24 / Caldecott Tunnel Enhancements - Settlement Agreement projects	1	230171	\$15.0	\$15.0	Intersection improvements, bicycle and transit access improvements and soundwalls on Route 24 in Oakland. <i>FORMERLY LISTED UNDER SEE COMPLETE STREETS</i>
226	Alameda County	High Street Bridge Replacement Project	1	240099	\$40.3	\$40.3	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
227	Alameda County	Park Street Bridge Replacement Project	1	240100	\$46.3	\$46.3	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
228	Alameda County/City of Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (bike/pedestrian elements)	1	240324	\$40.8	\$40.8	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 Tidwell Way in Alameda and Fruitvale Avenue in Oakland.

**Attachment 5**

**Attachment 5: List of First Draft CwTP Programs- PROGRAMMATIC CAPITAL PROJECTS ONLY**

#	Sponsor/ Location	Program Name <u>Location</u>	Planning Area	RTP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
229	City of Alameda / Alameda County	Fruitvale Avenue Lifeline Bridge Project ( <i>rail</i> )	1	240101	\$94.0	\$94.0	Replace the existing railroad and vehicular bridges with one structure. Includes dedicated transit lanes.
11	City of Oakland	Bike/ped bridge over Lake Merritt Channel	1	240227	\$77.0	\$77.0	Access around existing bridges over Oakland Estuary, connections from existing facilities to Bay Trail
11		Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	1	240347	\$114.0	\$114.0	Construct new segments and close existing gaps within North County
151		North County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements	1				Includes (City of Alameda CBTP, West Oakland CPTP, Central and East Oakland CBTP, and \$50.0 South and West Berkeley CBTP.
4	City of Hayward	Tennyson Road Pedestrian/bike bridge	2		\$2.0	\$2.0	Tennyson Road Pedestrian/bike bridge from Nuestro Parquecito to South Hayward BART station – Included in Bicycle Master Plan
84	AC Transit	Foothill TSP -Transit Priority Measures	2		\$2.0	\$2.0	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Read between E. Castro Valley Blvd. and the Alameda / Contra Costa county line.
164	Alameda County	Crow Canyon Road Safety Improvements Project	2	240094	\$15.7	\$15.7	
167	City of Hayward	Tennyson Road Grade Separation	2	240055	\$13.7	\$13.7	Construct an underpass on Tennyson Road between Whisman and Huntwood Avenues
11		Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	2	240347	\$115.0	\$115.0	Construct new segments and close existing gaps within Central County
151		Central County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements	2				\$50.0 Includes Central Alameda County CBTP
5	City of Fremont	Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	\$0.5	\$0.5	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Midtown in the Central Fremont PDA.
27	City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	\$9.0	\$9.0	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, \$9.0 and a bridge connection to Central Park.
29	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	\$5.9	\$5.9	Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
33	City of Union City	Construct Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center@Union City Intermodal Station	3	230100	\$20.0	\$20.0	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
67	City of Fremont	Construct Altamont Commuter Express/Capitol Corridor Station at Auto Mall Parkway	3	240268	\$15.0	\$15.0	Construct a new train station (site platform) at the west end of Auto Mall Parkway in Fremont to serve Altamont Commuter Express and Capitol Corridor trains
169	City of Fremont	Safety improvements at UPRR - Fremont Blvd, Maple, Dusterberry, Nursery	3	240208	\$3.1	\$3.1	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.
171	City of Newark	Central Avenue Railroad Overpass	3	21103	\$15.3	\$15.3	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.

Attachment 5: List of First Draft CWTP Programs- PROGRAMMATIC CAPITAL PROJECTS ONLY

#	Sponsor/ Location	Program Name	Planning Area	RIP ID# (if submitted)	Cost Estimate (\$M)	Programmatic Projects (capital)	Project Description
172	City of Newark	Mowry Avenue Railroad Overpass	3	240273	\$9.0	\$9.0	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark.
11	City of Fremont	Rails to Trails: Fremont UPRR/BART Corridor Trail Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	3	240291	\$44.0	\$44.0	
11		Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit)	3	240347	\$214.0	\$214.0	Construct new segments and close existing gaps within South County
230	City of Pleasanton	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	4	240175	\$5.0	\$5.0	Bernal Bridge (west) second bridge construction.
11			4	240347	\$53.0	\$53.0	Construct new segments and close existing gaps within East County
				<b>GRAND TOTAL</b>			<b>\$1,418.6</b>

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**Table 1: Baseline Funding Request**

Capital Projects and Programs		Capital Projects	Overall Program Requests	Total Amount by Planning area	Available MTC Funds
North County	\$ 554	\$ 554	\$ 2,500 new discretionary		
Central County**	\$ 279	\$ 279	\$ 4,365 estimated measure		
South County	\$ 1,112	\$ 1,112	\$ 6,865 Total estimated		
East County	\$ 1,267	\$ 1,267			
		\$ 9,868			
Totals	\$ 3,212	\$ 9,868	\$ 13,080		

191% Total Projects and Programs Requests as percent of MTC Total  
 47% Total Project Request as percent of MTC Total  
 144% Total Program Request as percent of MTC Total

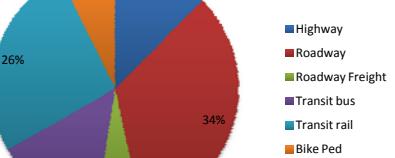
**Table 2: Proposed Financially Constrained First Draft Countywide Transportation Plan**

Capital Projects and Programmatic Capital Projects: 40%		Capital Projects	Programmatic Capital Projects	Total Amount by Planning area	Percent of Total by Planning area	County Population Share	Capital Projects Only by Planning Area - % of Total	Programmatic Capital Projects Only by Planning Area - % of Total	Available MTC Funds
North County*	\$ 390	\$ 750	\$ 1,140	42%	46%	14.3%	27.5%	\$ 2,500 new discretionary	
Central County**	\$ 150	\$ 200	\$ 350	13%	21%	5.5%	7.3%	\$ 4,365 estimated measure	
South County	\$ 818	\$ 10	\$ 828	30%	18%	30.0%	0.4%	\$ 6,865 Total estimated	
East County	\$ 395	\$ 10	\$ 405	15%	15%	14.5%	0.4%		
Totals	\$ 1,753	\$ 970	\$ 2,723						

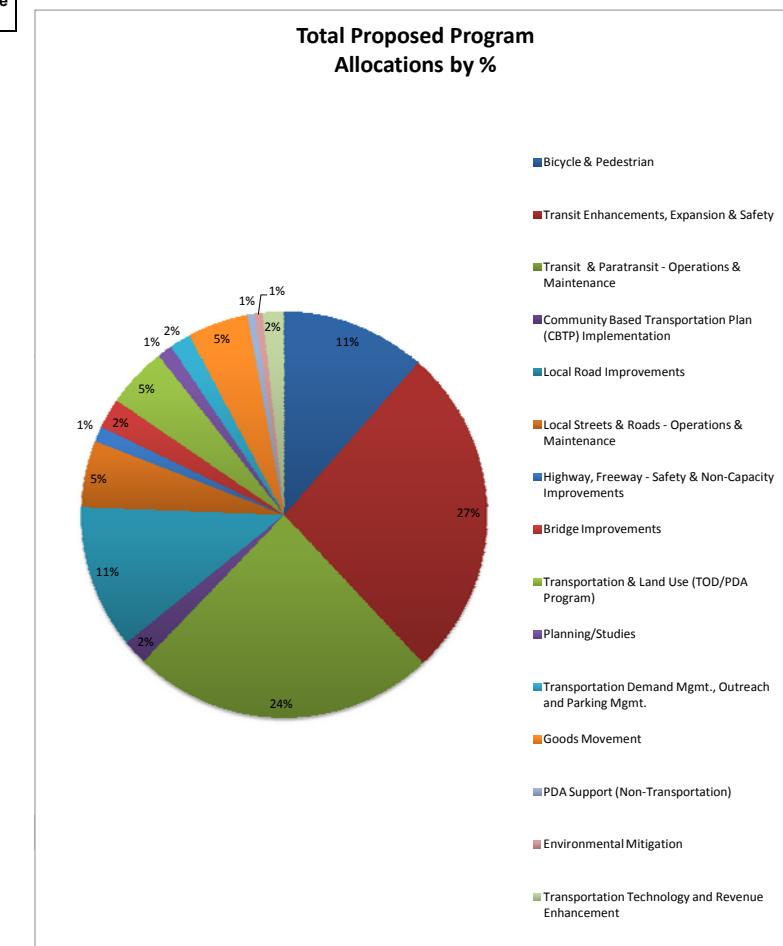
\*North County includes \$50 Million in Community Based Transportation Plan capital investments

\*\*Central County includes \$50 Million in Community Based Transportation Plan capital investments

40% Total Projects amount as percent of MTC Total  
 60% Total Program Amount as percent of MTC Total  
 \$ 4,142 Total Available for Program Allocations

**Proposed Funding for Capital and Programmatic Capital Projects****Table 3: Proposed Programs Funding**

Program Category: 60%	Total Estimated Request (including Programmatic Capital Projects)	Program as % of Total	Proposed Funding (no programmatic capital projects)	Proposed Funding - Programs as % of Total
<b>1 Bicycle &amp; Pedestrian</b> Infrastructure, support facilities (including operations), and maintenance	\$ 2,344	23.8%	\$ 475	11%
<b>2 Transit Enhancements, Expansion &amp; Safety</b> Capital rehab., capacity expansion, safety, stations, communications, environmental	\$ 1,892	19.2%	\$ 1,100	27%
<b>3 Transit &amp; Paratransit - Operations &amp; Maintenance</b> Operations restoration, service expansion, maintenance, transit priority measures (TPM), fare incentives	\$ 1,745	17.7%	\$ 1,000	24%
<b>4 Community Based Transportation Plan (CBTP) Implementation</b> Improvements for transit, bike/pedestrian, safety, support services- focus on communities of concern	\$ 236	2.4%	\$ 82	2%
<b>5 Local Road Improvements</b> Major Arterial Performance Initiative Program, safety, grade separations, signals, complete streets, signage, coordination with freeways	\$ 1,054	10.7%	\$ 475	11%
<b>6 Local Streets &amp; Roads - Operations &amp; Maintenance</b> Pavement and other maintenance, signal operations, ITS	\$ 972	9.9%	\$ 220	5%
<b>7 Highway, Freeway - Safety &amp; Non-Capacity Improvements</b> Interchange improvements, freeway operations and maintenance, ramp metering, soundwalls	\$ 27	0.3%	\$ 50	1%
<b>8 Bridge Improvements</b> Operations, replacement, repair, maintenance and expansion	\$ 286	2.9%	\$ 100	2%
<b>9 Transportation &amp; Land Use (TOD/PDA Program)</b> Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation	\$ 831	8.4%	\$ 200	5%
<b>10 Planning/Studies</b> Planning studies and implementation	\$ 60	0.6%	\$ 50	1%
<b>11 Transportation Demand Mgmt., Outreach and Parking Mgmt.</b> Range of programs includes Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing	\$ 154	1.6%	\$ 70	2%
<b>12 Goods Movement</b> Improvements for goods movement by truck and coordinated with rail (and air) such as truck parking and truck/port/freight operations	\$ 170	1.7%	\$ 200	5%
<b>13 PDA Support (Non-Transportation)</b> Non-transportation infrastructure to support PDAs such as sewer, utilities, etc.	\$ 20	0.2%	\$ 25	1%
<b>14 Environmental Mitigation</b> Environmental Mitigation for major construction projects	\$ -	0.0%	\$ 25	1%
<b>15 Transportation Technology and Revenue Enhancement</b> Advancing technologies for transportation and revenue efficiency such as charging stations, communications, HOT/Express lanes toll collection, etc	\$ 77	0.8%	\$ 70	2%
<b>TOTAL</b>	<b>\$ 9,868</b>	<b>100%</b>	<b>\$ 4,142</b>	<b>100%</b>



## Proposed Project Funding for First Draft of Countywide Transportation Plan

Group ID	RTPID	Project or Program Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value (July 2011 analysis)	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding	Vision Funding Request	Regionally Funded	CWTP Tier
<b>Projects</b>														
A	240562	Rte 92/Clawitter Road Whitesell interchange improvement, Ph 2	City of Hayward	Central	Measure B, LATIP	L	H	\$52	\$52	\$0	\$0	\$0	\$0	1
C	240037	I-880 Winton Avenue interchange improvements	City of Hayward	Central	LATIP	L	H	\$25	\$0	\$25	\$25	\$0	\$0	1
C	240047	I-880 West A Street Interchange	ACTC	Central	LATIP	M	H	\$43	\$0	\$43	\$43	\$0	\$0	1
D	21477	I-580 Greenville interchange	City of Livermore	East		H	H	\$46	\$37	\$9	\$9	\$0	\$0	1
E	230086	I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	City of Dublin	East		L	H	\$38	\$22	\$16	\$16	\$0	\$0	1
E	22776	SR 84 Expressway Widening (Pigeon Pass to Jack London)	ACTC	East		L	H	\$137	\$127	\$10	\$10	\$0	\$0	1
E	21100	I-580 Vasco interchange	City of Livermore	East		M	H	\$60	\$52	\$8	\$8	\$0	\$0	1
E	21475	I-580 First St. interchange	City of Livermore	East		M	H	\$40	\$35	\$5	\$5	\$0	\$0	1
E	21489	I-580 /Foothill/San Ramon Interchange improvements	City of Pleasanton	East		M	H	\$4	\$3	\$1	\$1	\$0	\$0	1
A	230132	I-580/Isabel Avenue Interchange, Phase 2	City of Livermore	East	Measure B		H	\$30	\$25	\$5	\$5	\$0	\$0	1
A	240261	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	City of Dublin	East	Measure B	H	R	\$13	\$0	\$13	\$13	\$0	\$0	1
B	240139	I-680 Stoneridge Drive overcrossing widening	City of Pleasanton	East		H	R	\$5	\$1	\$4	\$4	\$0	\$0	1
E	240254	Greenville Widening	City of Livermore	East		M	R	\$10	\$5	\$5	\$5	\$0	\$0	1
D	22002	I-880 NB HOV lane extension from HOV terminus at Bay Bridge approach to Maritime	Caltrans	North		H	H	\$19	\$0	\$19	\$19	\$0	\$0	1
A	22769	I-880 at 23rd/29th Avenue interchange safety and access improvements	ACTC	North	Measure B	L	H	\$102	\$99	\$4	\$4	\$0	\$0	1
C	230170	I-880: 42nd/High Street Access Improvements	City of Oakland	North	I-880 Study	L	H	\$17	\$6	\$11	\$11	\$0	\$0	1
D	240024	Oakland Army Base Transportation Infrastructure Improvements	City of Oakland	North		H	R	\$209	\$94	\$115	\$115	\$0	\$0	1
D	22760	Outer Harbor Intermodal Terminal (OHIT)	Port of Oakland	North		H	RF	\$217	\$170	\$46	\$46	\$0	\$0	1
D	22082	7th Street Grade Separation & Roadway Improvement Project	Port of Oakland	North		H	RF	\$221	\$110	\$110	\$110	\$0	\$0	1
C	240052	I-880 / Whipple Road Interchange Improvement	City of Union City	South	LATIP	L	H	\$60	\$0	\$60	\$60	\$0	\$0	1
A	22779	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	City of Fremont	South	Measure B (Partial), LATIP	M	H	\$78	\$0	\$78	\$78	\$0	\$0	1
C	21126	SR 84 WB HOV on ramp from Newark Blvd	Caltrans	South	LATIP	M	H	\$13	\$0	\$13	\$13	\$0	\$0	1
A	94506	East-West Connector Project in North Fremont and Union City	ACTC	South	Measure B (1986), LATIP	H	R	\$190	\$107	\$83	\$83	\$0	\$0	1
B	240264	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	City of Fremont	South		H	R	\$5	\$0	\$5	\$5	\$0	\$0	1
A	230110	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard SR 262 Mission Blvd Improvements	ACTC/ City of Fremont	South	Measure B, LATIP	M	R	\$20	\$0	\$20	\$20	\$0	\$0	1
A	230114	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	City of Fremont	South	Measure B	M	R	\$24	\$0	\$24	\$24	\$0	\$0	1
E	230103	Grade Separation in the Decoto neighborhood	City of Union City	South		M	R	\$130	\$0	\$130	\$130	\$0	\$0	1
E	240053	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	City of Union City	South		M	R	\$100	\$0	\$100	\$100	\$0	\$0	1
E	21484	Kato Road widening from Warren Ave. to Milmont	City of Fremont	South		M	R	\$12	\$0	\$12	\$12	\$0	\$0	1
E	240051	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	City of Union City	South		M	R	\$10	\$0	\$10	\$10	\$0	\$0	1
E	240272	Thornton Avenue Widening	City of Newark	South		M	R	\$9	\$0	\$9	\$9	\$0	\$0	1
A	21123	Union City Intermodal Station infrastructure improvements (Phase 2)	City of Union City	South	Measure B	M	TR	\$26	\$19	\$6	\$6	\$0	\$0	1
C	22062	Irvington BART Station	City of Fremont/ BART	South	Resolution 3434-related	M	TR	\$123	\$0	\$123	\$123	\$0	\$0	1
E	240304	Platform Extension at Alameda and San Joaquin Co. ACE Stations	ACE	South		M	TR	\$5	\$0	\$5	\$5	\$0	\$0	1
E	240657	I-580 Spot Intersection Improvements	Alameda County	Central		M	H	\$60	\$0	\$6	\$6	\$54	\$0	2
E	22021	AC Transit transfer station/park-and-ride facility in Alameda County (1, Central, 2, Northern)	AC Transit	Central		M	TB	\$40	\$0	\$10	\$10	\$30	\$0	2
D	98139	Right-of Way Preservation and track improvements in Alameda County	Countywide Ace submission	Central		H	TR	\$200	\$5	\$195	\$67	\$128	\$0	2
B	240106	SR-84/Sunol Improvements	Alameda County	East		H	H	\$8	\$0	\$2	\$2	\$6	\$0	2
D	22765	I-580/I-680 HOV Direct Connector - Project Development	ACTC	East		H	H	\$1,167	\$0	\$17	\$17	\$1,150	\$0	2
A	240196	BART to Livermore Extension Phase 1	BART	East	Measure B	M	TR	\$1,250	\$145	\$1,105	\$300	\$805	\$0	2
A	98207	I-880 Broadway/Jackson Interchange, ramp and circulation Improvements and Alameda Point, Downtown Oakland, and Jack London Square/Transit Access	City of Alameda/City of Oakland	North	Measure B	H	H	\$189	\$8	\$3	\$3	\$178	\$0	2
E	230604	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	AC Transit	North		M	H	\$611	\$0	\$55	\$5	\$606	\$0	2
B	240282	Tidewater District Street Reconstruction	City of Oakland	North		H	R	\$5	\$0	\$1	\$1	\$4	\$0	2
B	240278	Harrison St-Oakland Avenue Major Street Improvements	City of Oakland	North		H	R	\$12	\$1	\$3	\$3	\$8	\$0	2
B	240280	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	North		H	R	\$12	\$0	\$3	\$3	\$9	\$0	2
B	22780	AC Transit Grand-MacArthur BRT	AC Transit	North	Reso 3434	H	TB	\$37	\$0	\$4	\$4	\$33	\$0	2
D	98139	Right-of Way Preservation and track improvements in Alameda County	Countywide Ace submission	North		H	TR	\$200	\$5	\$195	\$67	\$128	\$0	2
C	230088	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger Phase 1 and 2; I-880 extend NB HOV lanes	ACTC	Central	LATIP	H	H	\$276	\$0	\$0	\$0	\$0	\$276	1R
B	22664	I-580 WB Express Lane from Greenville Road to Foothill Blvd	ACTC	East		H	H	\$17	\$4	\$0	\$0	\$0	\$12	1R
B	240061	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	ACTC	East		H	H	\$136	\$0	\$0	\$0	\$0	\$136	1R
B	240059	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	ACTC	East		H	H	\$136	\$0	\$0	\$0	\$0	\$136	1R
A	22455	AC Transit East Bay Bus Rapid Transit (BRT)	AC Transit	North	Measure B, Reso 3434	H	TB	\$211	\$173	\$0	\$0	\$0	\$38	1R
A	22042	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	ACTC	South	Measure B	H	H	\$204	\$22	\$0	\$0	\$0	\$182	1R
A	240018	Dumbarton Rail Corridor Phase I	ACTC/ SamTrans	South	Measure B, Reso 3434	M	TR	\$164	\$46	\$0	\$0	\$0	\$119	1R
C	230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement Union City BART Phase 2 /Passenger Rail Station	City of Union City	South	Resolution 3434 (partial)	M	TR	\$180	\$34	\$147	\$73	\$0	\$73	1R
E	240216	Dumbarton Rail Corridor Phase II	ACTC/ SamTrans	South	Measure B, Reso 3434	M	TR	\$716	\$259	\$0	\$0	\$0	\$457	1R
C	22009	Capitol Corridor intercity rail service service expansion (Oakland to San Jose)	Capital Corridor	South	Resolution 3434	H	TR	\$511	\$16	\$45	\$0	\$450	\$45	2R
E	240249	San Leandro Street Circulation and Capacity Improvements	City of San Leandro	Central		L	R	\$11	\$0	\$0	\$0	\$11	\$0	V
A	240092	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)	Alameda County	Central	Measure B	M	R	\$5	\$0	\$0	\$0	\$5	\$0	V
B	240180	BayFair Connection (Capacity Improvements)	BART	Central		H	TR	\$150	\$0	\$0	\$0	\$150	\$0	V
E	240113	BART Hayward Maintenance Complex	BART	Central		M	TR	\$585	\$5	\$0	\$0	\$580	\$0	V
B	230099</													



## Attachment 7. Glossary of Common Terms

TERM	DEFINITION
<b>Basic Investment Types</b>	
Capital Project, Also Project	A specific piece of transportation infrastructure. Funding for specific projects in the countywide plan can be spent only on the development and implementation of that specific piece of infrastructure.
Program Also Programmatic Funding Also Programmatic Project	A group of projects or on-going operational and maintenance needs that are funded on an on-going basis, either using a formula or a competitive process. Examples of programs include local road maintenance and transit operations. Programmatic projects are groups of projects that are grouped together and funded similarly to on-going operational programs. Examples of programmatic projects could be completion of the regional bicycle network, or a series of seismic projects that would be grouped together for funding purposes. Unlike capital projects, funding for programs and programmatic projects is generally more flexible and less prescriptive.
<b>A-E Sorted Project and Program List Definitions</b>	
Group A - Projects and Programs with Existing Measure B Commitments	These projects and programs are already funded to a large extent by the existing Measure B sales tax measure. They represent a level of local commitment to project or program implementation.
Group B - High Performing Projects with Discretionary Requests under \$5 M	This group includes all high performing projects with discretionary requests under \$5M that are not included in Group A. This group can be thought of as “low hanging fruit” or projects that can provide benefits with very little additional capital support. There are no programs in this group because the program needs all exceed \$5 Million.
Group C - Projects/Programs Resulting from a Consensus Process	This group includes additional projects and programs that were developed as part of a

TERM	DEFINITION
	consensus building policy and technical process. These include LATIP projects and programs, Triangle Study projects, SMART Corridor programs, projects and programs that were developed as part of the Community Based Transportation Plans and/or projects that were included in MTC's Resolution 3434 and other processes completed by Alameda CTC. All programs not included in groups A and B are included in this group.
Group D – Other High Performing Projects	This group includes all other high performing projects that are not included in the other groups. These are some of the high cost (or high dollar request) projects that will perform well against adopted goals.
Group E – All Other Projects	This includes the remainder of projects, which are generally medium or low performing against adopted goals. Although this group includes medium and low performers using the adopted goals, these projects may be important to leveraging benefits across other projects or completing a network in a given area.
<b>Countywide Plan Projects List Definitions</b>	
Tier 1	Projects that are fully funded in the Countywide Plan through identified discretionary fund sources. These projects and programs are ready for implementation in the shorter term. Tier 1 programs are those representing a continuing commitment – ie programs from the current measure and programs that have defined funding sources. Note that no program is assumed to be 100% funded.
Tier 2	Projects that are partially funded in the Countywide Plan. Tier 2 projects have received a commitment to project development and some phases ready for construction. These projects will be eligible for additional funding sources as they are identified. Funding may come from both discretionary and vision funding sources. Tier 2 programs are new or expanded existing programs. Note that no program is assumed to be 100% funded.
Vision	Projects that do not receive discretionary funds in the Countywide Plan at this time. These

TERM	DEFINITION
	projects remain important to the County and may be eligible to be funded if new fund sources are identified. Vision projects are eligible for project development funds as they become available.
Regionally Committed Projects Also – Committed Projects	These are fully funded projects that are considered part of the baseline for the future transportation network. Committed projects are either under construction or moving toward construction and their funding is secure and are defined in MTC Resolution 4006 adopted by the MTC Commission in April 2011.
Regional Priority Project	These are projects that impact Alameda County and for which Alameda County jurisdictions or transit operators would be the sponsor, but that is anticipated to be funded using regional funds, rather than being funded from County discretionary funds.
<b>Evaluation Terms</b>	
Baseline Network	This is the future transportation network if no additional investments are made beyond those that are already committed to be completed. It is not the same as the existing network, in that the regionally committed projects are assumed to be completed in the baseline. All other investment scenarios are compared to the baseline.
Investment Scenario	A package of projects and programs that are measured together against the established goals and performance measures for the Countywide Plan.
Performance Evaluation	The performance evaluation done for the Countywide Plan included a qualitative screening evaluation of individual projects and a quantitative scenario evaluation of five different investment scenarios. Results from both the screening analysis and the information gathered through the analysis of investment scenarios were used to determine the performance of individual projects.
High Performing Project	A project that appears to satisfy multiple goals compared with other investment options.
Low Cost Project	For purposes of “sorting” potential investments, a low cost project was defined as

TERM	DEFINITION
	requiring less than \$5 M in discretionary funds. There are no low cost programs since each program need exceeds \$5 M.
<b>Funding Terms</b>	
Discretionary Funding	Funding available to the Alameda CTC from a variety of sources for programming to projects and programs within the county. Although the funding is “discretionary” it is comprised of a number of sources and funds from each source generally comes with restrictions. For example, funds dedicated to transit capital projects generally can not be converted to operating funds, and funding for road maintenance can generally not be converted to expand highways or buy buses. The estimate is developed by MTC based on a set of assumptions about the availability of federal, state and local funds in the region through 2040. The budget used in the first draft of the CWTP is an estimate and is subject to change as the regional process progresses and more information, such as for regional program amounts, is known.
Locally Committed Funding	A project or program that has received or is scheduled to receive funding from the existing Measure B sales tax or vehicle registration fee.
Vision Funding	These funds have not yet been secured but may be secured during the period of the Countywide Plan. Speculative or vision funding sources could include an increase in local sales tax, regional gas tax or other new sources not yet fully identified.