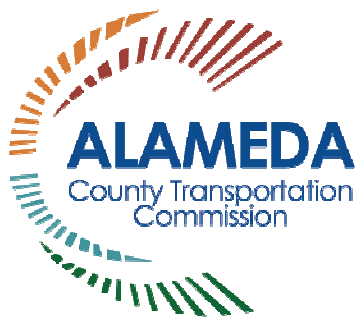




**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
(ACTAC)**

MEETING NOTICE

Tuesday, June 7, 2011, 1:30 p.m.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Arthur L. Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of individual Agenda Items are available on the
Alameda CTC's Website at: www.alamedactc.com*

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

A/I

- 3.1 Approval of the Minutes of May 3, 2011 – Page 1
- 3.2 Review of CTC Meeting Summary – Page 7
- 3.3 Review Joint Programming Delivery Working Group and Local Streets and Roads Meeting Summary – Page
 - 3.3.1 FY 2011 Federal Surface Transportation Appropriations – Page 9
 - 3.3.2 Federal-Aid Process Efficiencies Effort – Page 13
 - 3.3.3 Transportation Enhancement Delivery Update and Improvement Effort – Page 15
- 3.4 Review Funding Opportunities
No Items to report this month

4.0 ACTION ITEMS A/D/I

- 4.1 Approval of 2012 State Transportation Improvement Program (STIP) Principles–
Page 19
- 4.2 Approval of 2011 Congestion Management Program Roadway Network *

5.0 NON-ACTION ITEMS D/I

- 5.1 Review of VRF Draft Program Guidelines – Page 33
- 5.2 Review Procedures for Forwarding Recommendations to the Committees and
Board– Page 51
- 5.3 Review Draft Alameda Countywide Bicycle and Pedestrian Plan Vision and
Priority Network – Page 53
- 5.4 Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan
(RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure
Plan Information – Page 59
- 5.5 Presentation of Results of San Leandro TOD TAP Project –Page 71

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Review Legislative Program Update *

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 OTHER/ADJOURNMENT

NEXT MEETING: July 5, 2011.

Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the meeting

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

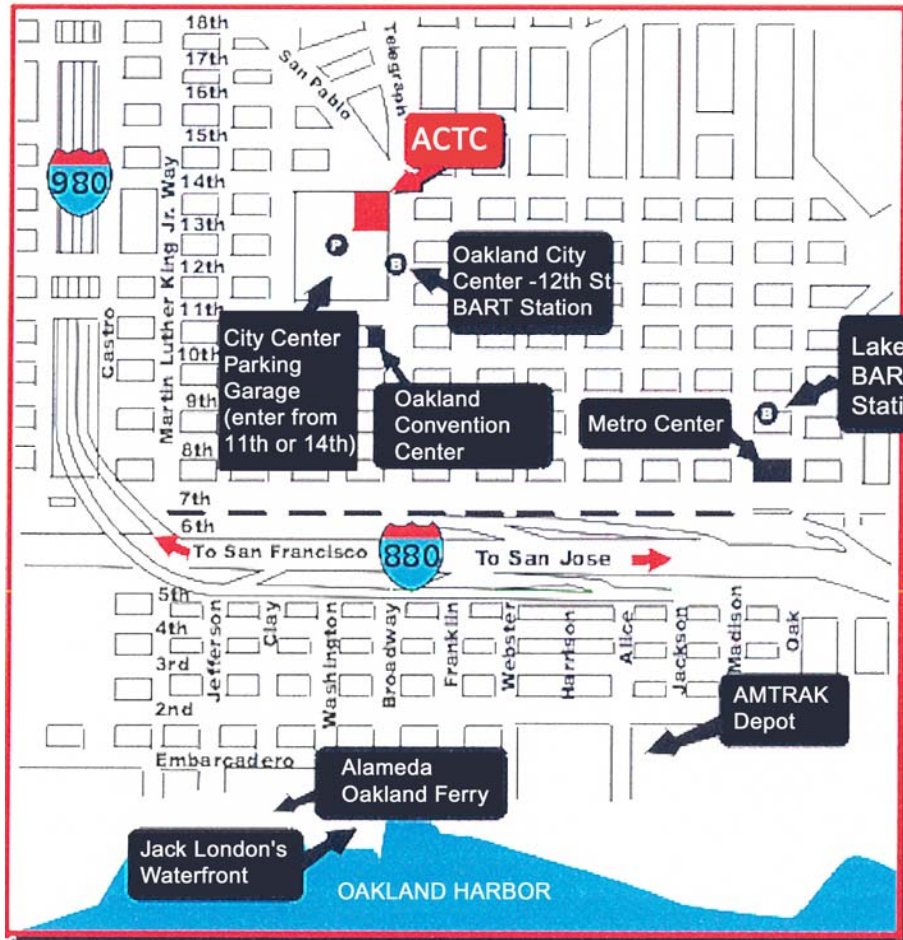


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www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE MINUTES OF MAY 3, 2011

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

3.0 CONSENT CALENDAR

Odumade (Fremont) requested that Alameda CTC staff formalize a process to carry forward ACTAC recommendations to Committees and subsequently to the Board of the Alameda CTC.. Dao recommended that ACTAC discuss at a future meeting the timing of ACTAC and the PPC/PPLC meetings and the process of forwarding input from ACTAC to the standing Committees of the Commission. The ACTAC Committee agreed.

3.1 Approval of the Minutes of April 5, 2011

3.2 Review of CTC Meeting Summary (*No CTC meeting scheduled for April*)

3.3 Review Local Streets and Roads Meeting Summary

3.4 Review Disadvantaged Business Enterprise (DBE) Good Faith Effort Training

3.5 Review Funding Opportunities

3.5.1 Cycle 3 Safe Routes to School

3.6 Review Alameda CTC New Phone Numbers and Email Addresses

A motion was made by Frascinella (Hayward) to approve the consent calendar; Odumade (Fremont) made a second. The motion passed unanimously.

4.0 ACTION ITEMS

Staff recommended moving to **Agenda Item 5.1.1**. A motion was made by Khan (Alameda) to move to Agenda Item 5.1.1; Evans (Emeryville) made a second. The motion passed unanimously.

5.1 2011 Congestion Management Program (CMP) Update:

5.1.1 Presentation on Community Design and Transportation (CDT) program by Santa Clara Valley Transportation Authority

Chris Augenstein of SCVTA gave a presentation regarding their Community Design and Transportation (CDT) program. This item was presented for information only.

4.1 Approval of Vehicle Registration Fee Program Guidelines

Todd provided ACTAC with a summary of the Alameda CTC action on April 28, 2011 regarding the approval of Vehicle Registration Fee Program Principles.

There was a lengthy discussion among ACTAC regarding the implementation and flexibility of the Local Road improvement and Repair Program. A motion was made by Odumade (Fremont) to make a recommendation to the Committees for a three year time to use the VRF revenues with an extension

process that includes no more than two one-year extension requests; Frascinella (Hayward) made a second. The motion passed unanimously.

Todd provided ACTAC with a summary of the Pedestrian and Bicyclist Access and Safety Program. Todd stated that the Board did not support the ACTAC recommendation for a pass through program. The board supported a discretionary program. Dao made a recommendation to ACTAC that the VRF Bike and Pedestrian Program be integrated with the 25% Discretionary Measure B Program.

Todd stated there was no change in comments in the information what was discussed at ACTAC with the Local Transportation Technology Program.

Todd stated that for the Transit for Congestion Relief Program the Board did discuss the Bike/Pedestrian Program being conducted biennially (every 2 years) and some of the Board members thought that the \$2.5 million generated for the Transit Program could also be conducted biennially.

Todd informed ACTAC that next month draft program guidelines will be brought to ACTAC for their review and a final version in July, along with required programming actions from the Commission.

Staff recommended moving to **Agenda Item 5.1.2**. A motion was made by Odumade (Fremont) to move to Agenda Item 5.1.2; Williams (Oakland) made a second. The motion passed unanimously.

5.1 2011 Congestion Management Program (CMP) Update:

5.1.2 Presentation on Automobile Trip Generated (ATG) Measure for Assessing Transportation Impacts by San Francisco County Transportation Authority

Tilly Chang of SFCTA gave a presentation regarding their Automobile Trip Generated and the Transportation Impact Measure and Mitigation Program. This item was presented for information only.

4.2 Approval of Guaranteed Ride Home Program Annual Evaluation

Stark requested ACTAC to recommend the Commission approve the 2010 Annual Evaluation Report for the Guaranteed Ride Home (GRH) Program including the recommendations for next year's program. A motion was made by Odumade (Fremont) to recommend all six recommendations for next year's program; Frascinella (Hayward) made a second. The motion passed unanimously.

Staff recommended taking **Agenda Item 5.2** along with **Agenda Item 4.3**. The Committee agreed.

4.3 Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Project and Program Submittal List

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

Walukas requested ACTAC to recommend that the Board (1) approve the list of programmatic categories with example projects and programs identified and the draft list of projects as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment and (2) direct staff to forward both programmatic and project lists to MTC by the May 27, 2011 deadline. A motion was made by Odumade (Fremont) to recommend approval of the list of programmatic categories and to forward both programmatic and project lists from MTC by May 27, 2011; Frascinella made a second. The motion passed unanimously.

4.4 Approval of 2012 State Transportation Improvement Program (STIP): Development Process

Todd requested ACTAC to approve the 2012 State Improvement Program (STIP) Development Process. There was discussion about STIP process and history, including how to address commitments made by the CMA Board in the past. A motion was made by Frascinella (Hayward) to approve the schedule for the 2012 STIP Program Development Process; Tassano (Pleasanton) made a second. The motion passed unanimously.

4.5 Approval of Final FY 2011/12 TFCA Program

Taylor requested ACTAC to recommend that the Board approve the Final FY 2011/12 TFCA Program. A motion was made by Landou (AC Transit) to recommend the Board approve the Final FY 2011/12 TFCA Program; Tassano (Pleasanton) made a second. The motion passed unanimously.

4.6 Monitoring Reports

4.6.1 Approval of STIP Program At Risk Report

James O'Brien of Advance Project Delivery requested ACTAC to recommend the Board approve the State of Transportation Improvement (STIP) Program at Risk Report. A motion was made by Tassano (Pleasanton) to recommend the Board approve the State of Transportation Improvement (STIP) Program at Risk Report; Rehm (Piedmont) made a second. The motion passed unanimously.

4.6.2 Approval of Federal STP/CMAQ Program At Risk Report

James O'Brien of Advance Project Delivery requested ACTAC to recommend the Board approve the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) at Risk Report. A motion was made by Rehm (Piedmont) to recommend the Board approve the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) at Risk Report; Landou (AC Transit) made a second. The motion passed unanimously.

4.6.3 Approval of CMA Exchange Program Quarterly Status Report

James O'Brien of Advance Project Delivery requested ACTAC to recommend the Board approve the CMA Exchange Quarterly Status Report. A motion was made by Tassano (Pleasanton) to recommend the Board approve the CMA Exchange Quarterly Status Report; Frascinella (Hayward) made a second. The motion passes unanimously.

4.6.4 Approval of TFCA Program At Risk Report

Taylor requested ACTAC to recommend the Board approve the Transportation for Clean Air (TFCA) at Risk Report. A motion was made by Frascinella (Hayward) to recommend the Board approve the Transportation for Clean Air (TFCA) at Risk Report; Tassano (Pleasanton) made a second. The motion passed unanimously.

5.0 NON-ACTION ITEMS

5.3 Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program

This item was deferred until next month.

5.4 Nominate ACTAC Representative for MTC's Local Streets and Roads Working Group

Staff requested that ACTAC nominate representatives for MTC's Local Street and Roads Working Group. Obaid Khan (Alameda) was elected as the primary representative; Don Frascinella was elected as the Alternative representative.

5.5 Review Caltrans Quarterly Federal Inactive Projects Report

Bhat requested ACTAC to review the March 2011 Quarterly Federal Inactive obligation list of projects. Bhat gave ACTAC a brief background on the Federal Inactive obligation list. This item was presented for information only.

5.6 Review Caltrans' Interim Guidance for Development of Project Initiation Documents (PID)

Bhat provided a brief update on the Caltrans Interim Guidance for Development of Project initiation Documents. This item was presented for information only.

6.0 LEGISLATIVE PROGRAM UPDATE

6.1 Review Legislative Program Update

Lengyel provided a brief update on Legislation.

7.0 STAFF AND COMMITTEE MEMBER REPORTS

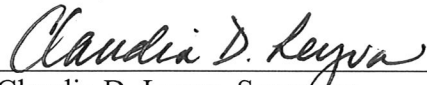
No Staff or Committee reports to report this month.

8.0 OTHER/ADJOURNMENT @ 4:01 p.m.

NEXT MEETING: June 7, 2011.

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

Attest by:



Claudia D. Leyva, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

May 3, 2011

ROSTER OF MEETING ATTENDANCE

Alameda CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	Alameda CTC	(510) 208-7408	Cleyva@alamedactc.org
2.	Amber Evans	Emeryville	510-596-4382	aevans@emeryville.org
3.	Kara Vuicich	Berkeley	510-981-7064	kvuicich@cityofberkeley.info
4.	Donna Lee	BART	510-464-6282	dlee@bart.gov
5.	Natali Landa	ACTransit	510-891-4292	nlanda@acttransit.org
6.	Kunle Odumade	Fremont	510-494-4746	kodumade@fremont.gov
7.	Keith R. Cooke	San Leandro	510-577-3439	kcooke@sanleandro.org
8.	CHRIS ALLEN	VTA	408-321-7073	chris.allen@vta.org
9.	Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
10.	BOB ROSEVERA	CALTRANS	510-186-5544	ROBERT.ROSEVERA@DOT.CA.GOV
11.	Mike Tassaro	Pleasanton	925-931-5670	MTASSARO@ci.pleasanton.ca.us
12.	Bob Vinn	Livermore	925-960-4516	bvinn@ci.livermore.ca.us
13.	FAROOQ AZIM	UNION CITY	(510) 675-5368	FAZIM@unionscity.org
14.	FERD DEL ROSARIO	DUBLIN	(925) 833-6637	ferd.delrosario@dublin.ca.gov
15.	Zach Rehm	Piedmont	(510) 420-3050	zrehm@ci.piedmont.ca.us
16.	Don Frascinella	Hayward	(510) 583-7181	don.frascinella@hayward-ca.gov
17.	OBAYD KHAN	Alameda	510-747-7938	OKHAN@ci.alameda.ca.us
18.	Bruce Williams	Oakland	510-236-7229	biwilliams@oaklandnet.org
19.	SOREN FAREAU	Newark	510-578-4286	soren.fareau@newark.org
20.	Beth Walukas	Alameda CTC	510-208-7905	bwalukas@alamedactc.org



ALAMEDA

County Transportation
Commission

1333 Broadway, Suites 220 & 300

Oakland, CA 94612

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www.AlamedaCTC.org

21. Mark Feldkamp, City of Piedmont, 420-3664 mfeldkamp@ci.piedmont.ca.us
22. Rochelle Wheeler, ^{Committee to} Alameda CTC ; 208-7471 ; rwheeler@alamedactc.org
23. Laurel Pretin " " 208-7415 lpretin@alamedactc.org
24. JACKI TAYLOR " " 208-7413 JTAYLOR@ALAMEDACTC.ORG
25. Drane Stark " 208 7410 dstark@alamedactc.org
26. Valerie Knepper MTC 510 817-5824 vknepper@mtc.ca.gov
27. VIVEK BHAT ALA-CTC 510 208 7430 vbhat@alamedactc.org
28. James O'Brien ALA-CTC Project Director (510) 208-7464 james@advancepi.com
29. Saravana Suthanthira Alameda CTC.
30. Matt Todd "
31. _____
32. _____
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42. _____

Metropolitan Transportation Commission Programming and Allocations Committee

June 8, 2011

Item Number 5

California Transportation Commission Update

Subject: Update on the May 2011 California Transportation Commission Meetings

Background: The California Transportation Commission is responsible for the programming and allocation of funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

May CTC Meeting (May 11-12, Los Angeles, California)

The Commission met in Los Angeles and discussed the following issues of significance to the Bay Area:

2012 STIP Fund Estimate Assumptions

The CTC adopted the 2012 State Transportation Improvement Program (STIP) Fund Estimate Assumptions. The Commission chose a middle-of-the-road estimate for anticipated revenues over the STIP period. The region agrees that the adopted estimate strikes a reasonable balance to support project delivery and development while minimizing the risk of project deletions should forecasted revenues not materialize.

STIP Amendments: Santa Clara

The CTC considered two amendments in Santa Clara: one for action and one for notice. The CTC approved the amendment to move STIP funds from the San Jose Airport People Mover project to the BART Extension to Berryessa, and noticed the amendment to transfer STIP funds from Phase 1 of the Capitol Light Rail Extension to Eastridge to Phase 2 of the same project. The noticed amendment will be acted on at the June CTC meeting.

Multi-Program Amendments: Marin and Sonoma

The CTC considered two amendments for notice related to the US-101 Marin-Sonoma Narrows corridor. The amendments would transfer funds between projects in order to cover realized cost overruns on final design and right-of-way due to a variety of uncontrollable reasons, including utility relocation additional studies. The increases were funded through the deletion of another small project in the MSN corridor and anticipated construction savings. The noticed amendments will be acted on at the June CTC meeting.

Delayed Funding for Proposition 1B Funded Projects

The CTC continued to defer allocation for Proposition 1B funded projects due to lack of bonds. This month, two projects were deferred from the region: SR-12 Jameson Canyon Widening in Napa and Solano Counties, and the Richmond Marina Bay Grade Crossing project in Contra Costa County.

Issues: None

Recommendation: Information. No action required.

Attachments: None

May 2011 CTC Meeting

Alameda County Items - Highlights of Topics and Actions

CTC Agenda Item #	ITEM / DESCRIPTION	CTC ACTION
24	Approval of Project for Future Consideration of Funding Final Environmental Impact Report for the Macarthur Transit Village Project	Approved
65	Allocation of \$10,000,000 in TCRP funds for TCRP Project 4-Route 680; add northbound and southbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties.	Approved
114	Locally Administered STIP Projects off State Highway System (STIP Allocation) Proposed allocations for TE projects: i) Alameda County - Grove Sidewalk (\$1.15m); ii) LAVTA - Rideo Bus (\$0.2m)	Approved
134	Request to Extend the Period of Project Allocation Alameda CTC I-580 Landscaping in San Leandro (5 months)	Approved
137	Dublin Alamo Trail (6 months);	Approved
140	County of Alameda – Prop 1B Local Bridge Seismic Retrofit Account contract award for ALA Miller Sweeney Bridge (6 months)	Approved

*The May 2011 CTC Agenda can be accessed by visiting:
http://www.dot.ca.gov/hq/transprog/ctcbooks/2011/0511/000_Timed.pdf*



METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Rebecca Long

W. I. 1131

RE: FY 2011 Federal Appropriations

On April 15, the President signed H.R. 1473, providing appropriations for the remainder of FY 2011. In stark contrast to prior budgets, the bill contains no earmarks for transportation. While most of the federal transportation program was spared deep cuts, substantial reductions were made to the High Speed Rail program. The bill also rescinded \$630 million in earmarks from surface transportation acts adopted in 1998 and prior years. A draft list of Bay Area highway projects that were rescinded or are at risk, based on draft information provided by Caltrans, is included as Attachment A.

In summary, key transportation cuts in H.R. 1473 include:

- Zero funding for High Speed Rail in FY 2011 (vs. a \$1 billion request in the President's proposed FY 2011 budget and \$2.5 billion in FY 2010) and a reduction of \$400 million in funding that was appropriated in FY 2010.
- \$400 million reduction in New Starts funding relative to FY 2010 for a total of \$1.6 billion and a \$280 million rescission of FY 2010 funds due to the cancellation of the New Jersey tunnel project.
- An across-the-board reduction of 0.2 percent for all remaining transportation programs. While this is not a significant cut, it represents a substantial reduction relative to the four percent annual growth that was assumed for the Federal Transit Program and three percent for Federal Highways in Transportation 2035.

A summary of the final funding nationwide levels by program is included as Attachment B.

Additional Competitive "TIGER" Grant Funds Approved for FY 2011

Considering the current political climate in Washington, D.C. it is noteworthy that the budget provides \$528 million for National Infrastructure Investments, commonly referred to as TIGER III, after the original \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) program that was included in the 2009 American Recovery & Reinvestment Act (ARRA). Funding for TIGER III was not included in the President's FY 2011 budget request, but was added by Congress. The first step in the grant process for these funds will be a formal release of the scoring criteria in the Federal Register. Based on language that was carried over from 2010, this is not likely to occur until June 2011, at the earliest. Once the criteria are released, MTC staff will consult with Commissioners and our local partners to develop a recommendation on a Bay Area strategy for the funds.

DRAFT DEMO/HPP RESCISSION LIST (HR 1473)
April 13, 2011

<u>COUNTY</u>	<u>SPONSOR</u>	<u>PUBLIC LAW</u>	<u>DEMO ID</u>	<u>PROGRAM CODE</u>	<u>REIMB RATE</u>	<u>LEGISLATED DESCRIPTION</u>	<u>FUNDS AUTHORIZED</u>	<u>OA</u>	<u>OBLIGATED AS OF 1/12/11</u>	<u>OA AVAILABLE AS OF 1/12/11</u>	<u>STATUS</u>
									\$15,710,609	\$16,439,148	
San Mateo	City of San Bruno	TEA21	97	Q920	80%	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	\$2,100,000	\$1,970,161	\$0	\$1,970,161	TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED
San Mateo	City of San Mateo	TEA21	100	Q920	80%	Upgrade SR 92 / El Comino Interchange, San Mateo	\$2,775,000	\$2,603,425	\$0	\$2,603,425	TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED
San Mateo	Caltrans	TEA21	105	Q920	80%	Construct tunnel with approaches as a part of Devil's slide project in San Mateo County	\$6,000,000	\$5,629,026	\$0	\$5,629,026	TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED
Santa Clara	Santa Clara VTA	ISTEA	23	3660	80%	Safety improvements on Highway 152 in the vicinity of Gilroy	\$5,755,029	\$5,755,029	\$4,697,466	\$1,057,563	RESCINDED
Santa Clara		ISTEA	49	3680	80%	Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV lanes, a new freeway interchange and local circulation system for San Jose International Airport	\$14,436,344	\$14,436,344	\$9,916,222	\$4,520,122	RESCINDED
Solano	City of Dixon	ISTEA	21	3610	80%	To improve 3 grade crossings in Dixon	\$1,755,772	\$1,755,772	\$1,096,921	\$658,851	RESCINDED

**FY 2011 Federal Surface Transportation Appropriations
(As Enacted in H.R. 1473)**

Dollars in \$1,000's

	FY 2010 Enacted	President's Proposed FY 2011 Budget	Final Bill
Office of the Secretary (DOT)			
Office of Livable Communities	\$ -	\$ 20,000	\$ -
National Infrastructure Investments - (TIGER 3)	\$ 600,000	\$ -	\$ 528,000
Federal Highway Administration (FHWA)			
Federal Aid Highways Obligation Limitation	\$ 41,107,000	\$ 41,362,775	\$ 41,024,786
Federal Railroad Administration (FRA)			
High-Speed and Intercity Passenger Rail	\$ 2,500,000	\$ 1,000,000	\$ -
Amtrak Operating Grants	\$ 563,000	\$ 563,000	\$ 561,874
Amtrak Capital and Debt Service Grants	\$ 1,001,625	\$ 1,052,000	\$ 923,625
Rail line Relocation & Improvement Program	\$ 34,532	\$ -	\$ 10,532
Railroad Research and Development	\$ 37,613	\$ 40,000	\$ 35100
Federal Transit Administration (FTA)			
Formula & Bus Grants	\$ 8,343,171	\$ 8,271,700	\$ 8,326,485
Livable Communities (Obligation Limitation)	\$ -	\$ 306,905	\$ -
Urbanized Area Formula	\$ 4,542,577	<i>Not specified</i>	\$ 4,533,492
Non Urbanized Area Formula Program	\$ 537,198	" "	\$ 536,123
Fixed Guide way Modernization	\$ 1,663,033	" "	\$ 1,659,707
Alternative Analysis Program	\$ 24,948	" "	\$ 24,898
Alternative Transportation in Parks and Park Land	\$ 26,844	" "	\$ 26,790
Bus and Bus Facility	\$ 981,953	" "	\$ 979,989
Clean Fuels	\$ 51,393	" "	\$ 51,290
Elderly and Disabled	\$ 133,222	" "	\$ 132,956
Job Access and Reverse Commute (JARC)	\$ 164,158	" "	\$ 163,829
New Freedom	\$ 92,308	" "	\$ 92,123
Over the Road Bus	\$ 8,782	" "	\$ 8,764
Planning and Research	\$ 116,757	" "	\$ 116,523
Major Capital Investment Program (<i>New & Small Starts</i>)	\$ 1,998,000	\$ 1,822,112	\$ 1,600,000
Energy Efficiency & Greenhouse Gas Reduction (TIGGER)	\$ 75,000	\$ 52,743	\$ 50,000
<i>Federal Transit Administration Total</i>	\$ 10,730,752	\$ 10,799,534	\$ 9,976,485

Source: Transportation Weekly, HR 1473 bill text

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METROPOLITAN
TRANSPORTATION
COMMISSION

ACTAC Item 3.3.2 06/07/11

Joseph P. Bort MetroCenter
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Memorandum

TO: Joint Partnership Local Streets and Roads/
Programming and Delivery Working Group

DATE: May 16, 2011

FR: Ross McKeown

RE: Federal-Aid Process Efficiencies Effort

As discussed in the staff memo regarding STIP Transportation Enhancement (TE) delivery, while the region regularly over-delivers the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program, the TE program continues to under-deliver. Recently, in response to the poor delivery of the local bridge and safety programs, MTC has begun to actively monitor these programs against the regional obligation deadlines. There are significant consequences if these programs are not delivered by established state deadlines. For example, unused STP/CMAQ funds are returned to the state for redirection, while unused TE funds lapse for reprogramming in later years of the following STIP, and sponsors that do not meet delivery deadlines for the local safety programs are ineligible for subsequent programming cycles.

In response to the poor delivery of these federal programs, MTC proposes a regional effort be undertaken to identify and discuss hurdles sponsors face in delivering projects and identify potential solutions to those issues. Through this effort, MTC hopes to develop efficiencies to reduce the time and effort it takes to deliver federally-funded projects. For instance, required forms could be revised to consolidate information and reduce paperwork, or specific timeframes could be established for processing different elements of the Request for Authorization.

MTC is seeking suggestions on how best to approach federal-aid process efficiencies and how to implement streamlining proposals within the region, as well as identify agencies that would like to be part of and/or lead this regional effort.

J:\COMMITTEE\Partnership\Partnership PDWG\2011 PDWG\11 PDWG Memos\03_May 16 Joint LSRPDWG\04c_0_Federal-Aid_Process_Efficiencies.doc

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Joint Partnership Local Streets and Roads/
Programming and Delivery Working Group

DATE: May 16, 2011

FR: Kenneth Kao

RE: Transportation Enhancement Delivery Update and Improvement Effort

At the last PDWG meeting, there was a lengthy discussion regarding the delivery of the Transportation Enhancement (TE) portion of the State Transportation Improvement Program (STIP). Specifically, the region's delivery of TE-funded projects has been disappointing compared to the outstanding delivery of other federally-funded projects, such as those using Surface Transportation Program (STP) or Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

The reasons behind the lackluster delivery of TE projects vary greatly among counties. Sometimes, it is due to onerous federal environmental processes, and other times, it is due to issues encountered during design. Whatever the reason, agencies in the region are not meeting the June CTC allocation deadline, and often need to request an allocation extension from the CTC.

The table on the next page lists all STIP TE projects programmed in FY 2010-11 (as well as two projects that were submitted for advance allocation). The table shows that, of the \$22.2 million in TE funds programmed, the region is expected to deliver only \$13.7 million, or 62% of funds programmed. Almost \$6.3 million in TE funds or 28% of funds programmed have a pending extension request, with an additional \$728,000, or 3%, expected to lapse (mainly TE reserve). The remainder is from project advancements from future years that may or may not be allocated by the CTC this fiscal year.

This level of under-delivery is unacceptable for a region that prides itself on over 100% delivery of other federal funds. This issue is further compounded by the unwillingness of CTC to approve STIP allocation time extensions greater than 6 months. CTC occasionally approves extensions up to 12 months where warranted by the justification, but this is the exception rather than the rule. However, in the most recent set of extensions proposed at the May meeting, CTC staff has rejected all extensions longer than 12 months. CTC believes the sponsors should reprogram the project in the 2012 STIP and allow the current year funds to lapse.

Reprogramming is possible in the 2012 STIP; however, sponsors face potential uncertainty should CTC not program the project in the requested earlier years of the 2012 STIP. For instance, it is possible that CTC will show a lack of programming capacity in the earlier years of the STIP, forcing new (and formerly lapsed projects) into the last two years of the STIP.

Table 1. STIP Transportation Enhancement Delivery Status for FY 2010-11 (\$Thousands)

County	Agency	Project Description	Amount	Status
Alameda	County	Grove Way Sidewalk Improvements	\$1,150	Allocation, May 2011
Alameda	Berkeley	Bay Trail Extension, Segment 1	\$1,928	Extension, 12 mos.
Alameda	Dublin	Alamo Canal Regional Trail under I-580	\$1,021	Extension, 18 mos.
Alameda	ACTC	I-580 Landscaping in San Leandro	\$350	Extension, 5 mos.
Alameda	BART	MacArthur Plaza Improvements	\$954	Allocation, Jun 2011
Alameda	Oakland	Coliseum Walkway/Plaza Improvements	\$885	Extension, 6 mos.
Alameda	Union City	Union City Intermodal Station (TE)	\$3,000	Allocation, Jun 2011
Alameda	LAVTA	Rideo Bus Restoration	\$200	Allocation, May 2011
Alameda	ACTC	TE Reserve	\$500	Lapse
Contra C.	Hercules	Hercules Intermodal Station (TE)	\$1,097	Extension, 12 mos.
Contra C.	BART	BART Station Community Wayfinding	\$900	Allocation, May 2011
Contra C.	El Cerrito	Moeser and Ashbury Bike/Ped Imprvmts.	\$977	Extension, 12 mos.
Contra C.	Lafayette	Pleasant Hill Rd. Bike/Ped Safety Enhs.	\$1,258	Allocation, May 2011
Marin	Novato	Commuter Bike Connection	\$300	Allocation, Sep 2010
Marin	Larkspur	Landscaping, Heatherwood Path Ext.	\$200	Allocation, Jun 2011
Marin	County	Sir Francis Drake Blvd Bike Lane	\$57	Advance
Napa	Amer. Cyn.	Napa Jct Elem School Area Ped Imps.	\$24	Allocation, Jun 2011
Napa	Yountville	Bike Route/Sidewalk Ext in Yountville	\$43	Allocation, Jun 2011
Napa	NCTPA	Napa River Bay Trail, Segments 7/8	\$183	Allocation, Jun 2011
Napa	NCTPA	TE Reserve	\$128	Lapse
San Fran.	DPW	Point Lobos Ped and Streetscape Imps.	\$53	Allocation, Jan 2011
San Fran.	MTA	Church and Duboce Bike and Ped Enhs.	\$47	Allocation, Sep 2010
San Fran.	MTA	SF Bike Parking Program	\$235	Allocation, Jun 2011
San Fran.	MTA	Sunset Pedestrian Safety Imp and Educ.	\$147	Allocation, Sep 2010
San Fran.	MTA	Arelious Walker Dr Stairway Improvemts	\$191	Allocation, Jan 2011
San Mateo	County	Countywide Bike/Ped Enhancements	\$200	Allocation, May 2011
San Mateo	San Bruno	El Camino Real Grand Blvd Initiative	\$779	Allocation, Mar 2011
San Mateo	C/CAG	TE Reserve	\$100	Lapse
Sta. Clara	Sunnyvale	Downtown Streetscape Improvements	\$1,500	Allocation, Jun 2011
Sta. Clara	Campbell	Winchester Blvd Improvements	\$1,120	Allocation, May 2011
Sta. Clara	San Jose	San Carlos Multimodal Streetscape Imps	\$1,500	Advance
Solano	Vacaville	Jepson Pkwy Gateway Enhancement	\$230	Allocation, Mar 2011
Solano	Vallejo	Downtown Pedestrian Enhancements	\$412	Allocation, Mar 2011
Sonoma	Santa Rosa	Sixth St Bike and Ped Linkages	\$492	Allocation, May 2011
Sonoma	Rohnert Pk	Copeland Creek Bike Path Reconstruct.	\$70	Allocation, Aug 2010
Allocations			\$13,688	61.6%
Extensions			\$6,258	28.1%
Lapses			\$728	3.3%
Advances			\$1,557	7.0%
Grand Total – FY 2010-11			\$22,231	100.0%

In the coming months, PDWG will embark on a process to discuss the barriers to project delivery and to develop solutions, much like in the development of MTC Resolution No. 3606 (the region's federal delivery policy). These issues will also be discussed at statewide forums, such as the California Regional Transportation Planning Agencies group. If you or your agency would like to become more involved in this effort, please contact Kenneth Kao at kkao@mtc.ca.gov.



METROPOLITAN
TRANSPORTATION
COMMISSION

JOINT PARTNERSHIP LOCAL STREETS AND ROADS/
PROGRAMMING AND DELIVERY
WORKING GROUP MEETING
101 - 8th St., 1st Floor, Auditorium
Monday, May 16, 2011
9:00 a.m. – 11:30 a.m. – LSR/PDWG
11:00 a.m. – 12:30 p.m. – S.O.S.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Vivek Bhat, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Partnership Programming and Delivery Working Group – April 18, 2011 (<i>Vivek Bhat, Chair</i>)	
B. Partnership Local Streets & Roads Working Group – April 14, 2011 (<i>Norm Hughes, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	5 min
▪ Call for Projects-Solicitation for ALL Discretionary Programs-Due May 20*	
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>)	5 min
D. CTC/ Prop 1B/ State Budget Update (<i>Kenneth Kao</i>)	10 min
4. Caltrans/FHWA/CalRTPA Update	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. DLA-OB 11-06 – Federal Safe Routes to School (SRTS) Program* (<i>An Office Bulletin (DLA-OB 11-06 – Federal Safe Routes to School (SRTS) Program) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. This DLA OB supersedes OB 08-01 for the Cycle 2 Federal Safe Routes to School Program and updates the SRTS Program Guidelines and Applications for the Cycle 3 call for projects.</i>)	
ii. LPP 11-02 - Master Agreement* (<i>LPP 11-02 - Master Agreement has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm. This LPP updates Exhibit 4-C "Master Agreement for Federal-Aid Projects", and supporting pages, of the Local Assistance Procedures Manual.</i>)	
iii. Interim Guidance for Project Initiation Documents*	
iv. DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects - 2nd Quarter FY 2011* (<i>A quarterly report entitled "DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects - 2nd Quarter FY 2011" has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/Reports_db.htm.</i>)	
v. Chapter 8 Section 8.7 of LAPM: Public Hearings* (<i>Chapter 8 Section 8.7 of the Local Assistance Procedures Manual has been revised and posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm</i>)	
vi. Notice of Information Request for Proposition 1B Projects* (<i>Please take a few moments to read the attached letter from Chief Financial Officer Norma Ortega requesting information of Proposition 1B funded projects.</i>)	
vii. Good Faith Efforts (GFE) Training Presentation and Q&A Materials* (<i>Accompanying the release of DLA-OB 11-04 – Evaluating and Submitting Good Faith Efforts, Caltrans</i>)	

and FHWA hosted training webinars on Good Faith Efforts. Included in the packet are the Powerpoint presentation and corresponding Q&A.)

- viii. HBP (Bridge Program) Status Reports Have Been Updated*
(The monthly HBP FFY 10/11 project status and regional/district summary reports have been updated. See item 7 on this web link to view the reports: <http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm>)
- ix. Updated Information Re: DBE Number Certification Expiration*
- x. DLA OB 11-07 - Capital Subvention Reimbursement Allocation*
(An Office Bulletin (DLA-OB 11-07 - CSRA) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. The process for requesting a Capital Subvention Reimbursement Allocation (CSRA) has been updated.)
- xi. [CalRTPA] Letter from Local Assistance Division Chief regarding TERO*

B. Federal Programs Update (Sylvia Fung, Caltrans D4)

- i. Right of Way (ROW) and Utility Relocation Clarification 10 min
- ii. Independent Assurance/ Material Testing Requirements* (Cathrina Barros/ David Small/ Azita Bagherli) 10 min

5. Standing Updates:

- A. Legislative Update* (Memo Only)

6. Discussion Items:

- A. Local Streets and Roads Needs Assessment Update** (Ross McKeown) 15 min
- B. Federal-Aid Process Efficiencies* (Ross McKeown) 15 min
- C. RTIP-TE Delivery Status and Issues* (Kenneth Kao) 15 min

7. Informational Items:

- A. Regional Toll Credit Policy (Ross McKeown) 5 min
- B. TIP Revision Update* (Memo Only)
(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>). 5 min
- C. PMP Certification Status* (Memo Only)
(Recipients of PTAP-11 had **until April 30, 2011** to submit their final certification, otherwise risk having their certification lapse. Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)
- D. Plan Bay Area: Spring 2011 Public Workshops
(For more information about the spring 2011 Plan Bay Area workshops and what's happening in your county, visit the OneBayArea website at http://www.onebayarea.org/plan_bay_area/workshops.htm.)

8. Recommended Agenda Items for Next Meeting: (All) 5 min

The next LSRWG meeting:

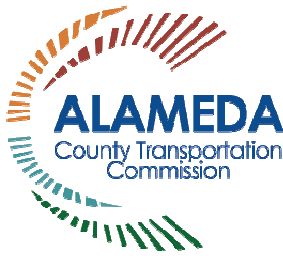
Thursday, June 9, 2011
9:00a – 11:00a – LSRWG
11:00a- 12:30p – S.O.S.
MetroCenter, 1st Floor, Room 171
101-8th Street, Oakland 94607

The next PDWG meeting:

Monday, June 20, 2011
10:30a – 12:30p
MetroCenter, 3rd Floor, Fishbowl
101-8th Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.



Memorandum

DATE: May 31, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

RE: **Approval of 2012 State Transportation Improvement Program (STIP) Principles**

Recommendation:

ACTAC is requested to recommend the Commission approve principles for the development of the 2012 STIP project list.

Summary:

The California Transportation Commission (CTC) updates the STIP biennially, in even-numbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. The STIP is a five-year programming document adopted by the CTC which identifies transportation projects for state transportation funds. Projects that have been funded through the STIP include funding for State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each new STIP cycle makes available two years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 -2016/17.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The California Transportation Commission (CTC) approved the final assumptions for the 2012 STIP Fund Estimate in May 2011. The CTC is scheduled to approve the draft Fund Estimate in June 2011 and a final Fund Estimate in August 2011. Similar to recent STIP programming cycles, little or no new funding is expected to be made available and already programmed STIP funds may be delayed into later years of the STIP period in order for STIP revenue projections to “catch up” with current programming.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2011. Correspondingly, the counties' 2012 STIP proposals are due to MTC in late October 2011. The attached 2012 STIP Development Schedule includes the Alameda CTC Board approving Alameda County's 2012 STIP Program in October 2011.

Staff is seeking Commission approval of principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development include discussion of how to deliver projects addressed in previous ACCMA STIP resolutions (Resolution No. 08-006 Revised and Resolution No. 08-018).

In order to meet the anticipated schedule from MTC for the regional development of the 2012 STIP, the attached 2012 STIP Development Schedule includes the Alameda CTC Board approving a Final STIP proposal in October 2011. A call for projects will be released on June 15, 2011 and applications due to the Alameda CTC July 13, 2011. The draft STIP fund estimate is scheduled to be released by June 23rd. Projects already included in the STIP as well as new proposals are required to submit call for project information.

As in past STIP cycles, the CTC and MTC are scheduled to adopt the final STIP policies after the call for projects is complete and applications are due. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2012 STIP policies. The CTC schedule calls for adoption of the 2012 STIP in April 2012.

During the 2010 STIP development process, the following policies were considered important and it is anticipated that they will be applied to the development of the 2012 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region's CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

Attachments:

Attachment A: Draft Principles for the Development of the 2012 STIP Project List

Attachment B: 2012 STIP Development Schedule

Attachment C: CMA Resolution No. 08-006 Revised

Attachment D: CMA Resolution No. 08-018

Attachment A**Draft Principles for the Development 2012 STIP Project List**

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (STIP Commitment to Route 24 Corridor Enhancement) and 08-018 (STIP Commitments). Strategy to deliver the aforementioned projects will be discussed and confirmed, based on updated information, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
 - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Prioritization will consider the results of the collection of updated information and/or the strategy to deliver the previously identified projects.
 - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
 - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Consider status of environmental clearance.
 - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
 - Can the project be phased?
 - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
 - Priority consistent with CMA Board identified priority projects
 - Equity (geographic, sponsor, modal)
 - Climate change impact

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Attachment B
2012 STIP Development Schedule

Alameda CTC Activity	Date	MTC/CTC Activity
• Approve 2012 STIP Schedule • Review Draft Principles.	May 2011	• CTC Approve Final Fund Estimate Assumptions
• Release Call for Projects (June 15th)¹ • Alameda CTC Approve 2012 STIP Principles	June 2011	• CTC Releases Draft Fund Estimate (June 22nd) • CTC Releases Draft STIP Guidelines
• Applications due to Alameda CTC (July 13th)¹	July 2011	• MTC Reviews Draft RTIP Policies
	August 2011	• CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
• Draft RTIP Proposal to Alameda CTC Committees and Board	September 2011	• MTC Approves Final RTIP Policies
• Final RTIP Proposal to Alameda CTC Committees and Board	October 2011	
	November 2011	• MTC Approves RTIP
	December 2011	• RTIP due to CTC
	April 2012	• CTC Adopts 2012 STIP

Note 1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

ACTAC Item 4.1 06/07/11
Attachment C

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kriss Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Wieckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

WHEREAS, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

WHEREAS, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

WHEREAS, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

WHEREAS, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

WHEREAS, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

NOW, THEREFORE BE IT RESOLVED, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

BE IT FURTHER RESOLVED, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

BE IT FURTHER RESOLVED, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33 NOES: 0 ABSTAIN: 0 ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

ACTAC Item 4.1 06/07/11

Attachment D

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Councilmember
Robert Wiecekowsky

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
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City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

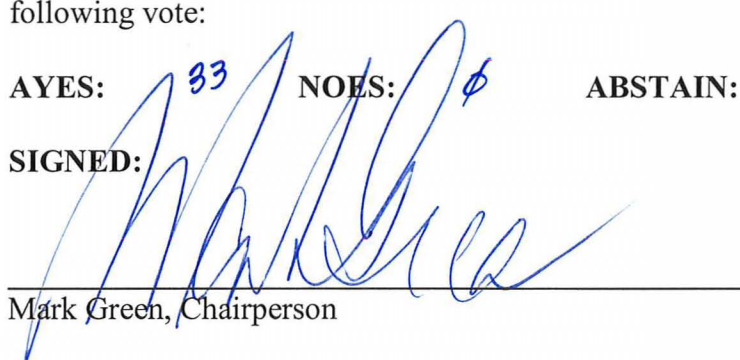
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

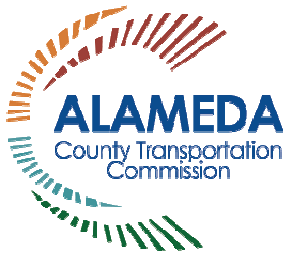
PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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Memorandum

DATE: May 31, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

RE: **Review of Vehicle Registration Fee (VRF) Draft Program Guidelines**

Recommendation:

ACTAC is requested to review the Vehicle Registration Fee Draft Program Guidelines.

Summary:

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63% of the vote. The fee will generate about \$11 million per year by a \$10 per year vehicle registration fee.

Various aspects of the implementation of the VRF Program have been discussed over the last few months. Based on the discussion and actions taken to date, staff has created the Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines. The VRF Program Guidelines are intended to describe the program, provide basic background information, and additional details regarding how the Alameda CTC intends to administer the funding, as well as what will be expected from recipients of the funds.

Attachment B includes a summary of strategies/policies that are proposed in the VRF Program Guidelines. Attachment C is the proposed VRF Draft Program Guidelines.

ACTAC is requested to review and comment on the Vehicle Registration Fee Draft Program Guidelines.

Attachments:

Attachment A	VRF Program Schedule
Attachment B	Summary of VRF Program Guidelines
Attachment C	Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines

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Attachment A

Schedule for Measure F – VRF Program

Date	Activity
April 2011	Program Principles to Committees/ Board
May 2011	Program Strategic Plan to Committees/Board
June 2011	Draft Program Guidelines to Committees/ Board
July 2011	Final Program Guidelines to Committees/Board Programming Actions to Committees/Board
Fall 2011	Execute Agreements for Pass Through Funds

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Summary of Vehicle Registration Fee Program Guidelines

- An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles
- Geographic equity will be measured by a formula weighted:
 - 50% by population of the planning area
 - 50% of registered vehicles of the planning area
 - Planning Area and Geographic Equity for each program will be monitored and considered as a goal
- Three (3) year time period to expend funds. The Commission can consider extensions (up to 2 one year extensions).

Three Tiers of Program Implementation

- EXPENDITURE PLAN
The language included in the ballot that guides the annual expenditures of the funds generated by a \$10 per year vehicle registration fee.
- STRATEGIC PLAN
Five Year Look Ahead – Define funding targets for each of the programmatic categories identified in the Expenditure Plan for a five year period.
- IMPLEMENTATION PLAN
Short term plan that will include the approval of specific projects to be programmed.

LSR Funds (60%)

- 100% pass through funds to cities. All funds will be passed to the Planning Area using the VRF formula. The funds will be distributed by population within planning area.
- Broad Range of Facility Eligibility (i.e. local to arterial facilities).
- Require use of existing “Pavement Management System” programs.

Transit (25%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Capital and Operations are eligible (detailed scope will be required).
- Projects that address regionally significant transit issues be given some prioritization.

Local Transportation Technology (10%)

- Operation and Maintenance of ongoing transportation management technology projects such as 'Smart Corridor Program' will be prioritized.
- The initial programming proposed for the Local Transportation Technology Program will exceed the 10% program share in year one of the VRF Program.
 - Programming made available in next 4 years will be reduced to account for the advance of programming in year 1.

Bike Ped (5%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Integrate with other discretionary Bicycle and Pedestrian grant fund programs.
- Capital and Operations are eligible.
- Priority to projects in the Bike / Pedestrian Plan.

DRAFT

**Alameda County Measure F Vehicle Registration Fee
Program Guidelines**

DRAFT

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

These Program Guidelines will guide the Alameda CTC's administration of the Alameda County Measure F Vehicle Registration Fee Program. Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit for residents of Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF.

The descriptions of each program and the corresponding percentage of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and areawide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes, such as an "EcoPass Program"
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems

- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

Administration Costs of the VRF

The Alameda CTC (formerly the Alameda County Congestion Management Agency) will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda and all unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City and all unincorporated lands in that area
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will monitored and considered a goal.

VRF Program Implementation

The Alameda CTC will adopt a multi year Strategic Plan that will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the geographic equity goals of the program. The Strategic Plan will also project the VRF revenues to meet the programmatic category funding goals identified of the program. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

As local agencies consider projects for funding from the VRF program, as an overall strategy, the leveraging of outside funding sources is highly encouraged. The matching of programming from multiple programmatic categories is also encouraged where appropriate.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The funds will be based on a population formula within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. The Alameda CTC will provide further detail regarding activities eligible for reimbursement from the VRF through an agreement with each agency.

Capital projects providing street repaving and rehabilitation are proposed to be priorities for this Program. Within a project's primary scope of the street repaving and rehabilitation, staff also anticipates scope associated with curbs, gutters, drains, sidewalks, traffic signals, bicycle improvements, pedestrian improvements and transit service. Projects that incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit are proposed to be given consideration. Projects that address regionally significant routes are proposed to be given consideration. Sponsors will be required to submit material supporting the overall pavement condition and the analysis of the funded projects from the jurisdictions current pavement management system.

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources, such as TFCA, will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources such as TFCA Program Manager Funds, TDA Article 3 funds, and the Measure B Bicycle/Pedestrian Discretionary Program, will be a primary consideration in the scheduling of the call for projects. Projects identified in bike and pedestrian plans are proposed to be priorities for this Program.

Application Process

Alameda CTC will release a call for projects and application material for discretionary program call for projects. This can be a stand alone application or included in a coordinated call for projects process that consolidates like fund sources.

Project sponsors will be required to complete a funding application to be considered for funding. Project applications will include, but not be limited to:

1. Partner agencies/organizations:
2. Project Description/Scope
3. Project Budget: Project budget listing all project costs by phase (for entire project).
4. Funding Sources: Funding plan listing all funding sources and amounts (including identifying unsecured funds).
5. Schedule and Project Milestones
6. Other information pertinent to the specific program category

Timely Implementation of Projects and Use of Funds

Pass Through Funds

The VRF funds must be expended by December 31st of the third fiscal year following the fiscal year in which the funds were generated. For example, VRF funds generated from vehicle registrations in FY 11/12 will be required to be expended by December 31, 2014, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board. Project sponsors will also be required to:

1. Execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Submit all required monitoring reports and/or audits within the period established by the Alameda CTC

Discretionary Funds

Project sponsors will be required to encumber and expend funds within three years of approval of the programming by the Alameda CTC Board, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each programming action:

1. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
3. Funds must be expended within three years from the date of approval of the programming by the Alameda CTC Board, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board.
4. Sponsors must submit all required monitoring reports and/or audits within the period established by the Alameda CTC.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

Monitoring Requirements

Project sponsors will be required to submit information to the Alameda CTC regarding the status of the funds and the projects funded with the VRF Program revenues. The requirements may vary depending on the programming category.

Discretionary Programs

- Project Status report (biannually)
- Funding information (annually)
 - Detail of funds programmed and reimbursed on a project by project basis
 - Detail of Expense categories
 - Funds expended by Planning Area
 - Funds expended by Program Category
- Accomplishments and benefits realized by the project (end of project)

Pass Through Programs

- Project Status report (biannually)
 - Detail of projects funded with pass through funds
 - Scope/budget/schedule/funding plan of projects
 - Detail of Expense categories
 - Plan/strategy for use of funds received but not associated with a specific scope
- Accomplishments and benefits realized by the project(s) (end of project)

Audit Requirements

Pass Through Funds

All agencies that receive pass through funds will be required to submit an audit of the previous fiscal years pass through funds (by December 31st for previous fiscal year). The audit will include, but not be limited to:

- Revenue received and earned
- Expenses incurred
 - By project
 - By expense category
 - Funds expended by Planning Area
 - Funds expended by Program Category
- Remaining Balance

Discretionary Funds

All projects will be subject to a performance audit including project monitoring requirements established by the Alameda CTC. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Alameda CTC or to an independent auditor, all records relating to expenses incurred in implementing the project/program.

Reimbursement of funds

Pass Through Funds

A sponsor's costs shall be reimbursed for expenditures incurred on eligible projects. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan.

Discretionary Funds

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days. In the event reimbursement requests are greater than available funds, available funds will be reimbursed to project sponsors based on the percentage each sponsor's project bears to Alameda CTC's overall approved VRF program until such time full funding is available.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Director of Finance.

The form must be accompanied by the following documentation:

Direct Costs: Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.

Labor Charges: Payroll records indicating pay rate, time sheets indicating time worked on project.

Alameda CTC Program Administration

The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Expenditure Plan. The proceeds of the VRF shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof.

The Alameda CTC, as the VRF administering agency, will:

- Contract with the Department of Motor Vehicles to collect the VRF
- Adopt a budget annually that will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.
- Maintain interest accrued from the VRF Programs within the respective programs.
- Adopt a multi year Strategic Plan
 - The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the programmatic category funding goals identified in the Expenditure Plan. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plan.
- Adopt a Implementation Plan for the upcoming fiscal year
 - The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year.
- Adopt an Annual Report:
 - The Annual Report will include:
 - Revenues collected
 - Detail expenditures by programs, including:
 - Distribution of funds by program
 - Distribution of funds by planning area, and
 - Administrative costs
 - Accomplishments and benefits realized by the programs
 - Detail projects for funding in each program
 - The Annual Report approval process will include:
 - Releasing a draft for public review
 - Holding a public hearing
 - Addressing public comments in the Annual Report subsequent to the adoption of the Annual Report by the Alameda CTC

Initial Alameda CTC Administrative Costs

The initial setup and programming costs identified by the Department of Motor Vehicles (DMV) to collect the VRF shall be paid by the Alameda CTC from the VRF. Any direct contract payment with the DMV by the Alameda CTC shall be repaid, with no restriction on the funds, to the Alameda CTC as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit.

The costs of placing the Measure authorizing imposition of the VRF on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the VRF, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF, and shall not be counted towards the five percent limit on administrative costs.

The costs of preparing the Plan, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF subject to the five percent limit on administrative costs, but these costs may be amortized over a period of years.

Expenditure Plan Amendments

It is expected that the Expenditure Plan may be amended from time to time. Amendments to the Expenditure Plan shall be approved by a two-thirds vote of the Alameda CTC Board. All jurisdictions within the County with representatives on the Alameda CTC will be given a minimum of 45 days notice and opportunity to comment on any proposed Expenditure Plan amendment prior to adoption.

Bonding Authority

The Alameda CTC will have the authority to bond for the purposes of implementing the Expenditure Plan. Any bonds will be paid with the proceeds of the VRF. The costs associated with bonding will be borne only by programs in the Expenditure Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's Annual Budget and will be subject to public comment before approving a bond sale.

Fund Exchanges

Exchanges of VRF with non-VRF revenues may be considered on a case by case basis. The benefits, costs and risks associated with an exchange will be considered and the exchange proposal will require the approval of the Alameda CTC Board.

Appendix A Alameda County Transportation Improvement Measure Expenditure Plan (To Be Attached, not included in this draft)



DATE: May 23, 2011

TO: Alameda County Technical Advisory Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: Procedure for Forwarding Recommendations to the Committees and Commission

Recommendation:

ACTAC is requested to recommend procedures for forwarding ACTAC recommendations to the Committees and Commission.

Summary:

At the May 2011 meeting, ACTAC members expressed interest in Alameda CTC staff formalizing a process of carrying forward ACTAC recommendations to the Committees and subsequently to the Board of the Alameda CTC.

Discussion:

In general, the ACTAC meets on the first Tuesday of the calendar month. The standing committees to the Board (i.e. Program and Project Committee; Planning, Policy and Legislation Committee) meet on the second Monday of the month. The Alameda CTC Board meets on the fourth Thursday of the month. The month of August is the exception wherein no meetings are scheduled.

The agenda packet mail outs for all the committees (including ACTAC) are scheduled to occur a week before the meeting dates. Based on the composition of the days of the month there can be two scenarios.

- Scenario 1: Committee mail out before ACTAC meeting
- Scenario 2: Committee mail out after ACTAC meeting

Although staff has in the past regularly presented ACTAC's comments and recommendations to the standing Board Committees, there is not a consistent method that has been used to convey them. Several approaches have been used. Under Scenario 1, staff has included a brief summary of ACTAC's comments and recommendation in the verbal staff report to the standing Committee. It is also often noted in the standing Board committee staff report that "ACTAC will consider this item on (date)." Under Scenario 2, the ACTAC recommendation is usually included and/or incorporated in a standing Board committee staff report.

At the May 2011 meeting, ACTAC members expressed interest in Alameda CTC staff formalizing a process of carrying forward ACTAC recommendations to the standing Board committees and subsequently to the Alameda CTC.

ACTAC also requested that the dates of the Committee meeting schedules be revised, but based on the benefits of having items reviewed through the series of Committees within a months schedule (eg, ACTAC precedes Committees which precedes Board), the time needed to develop responses between Committees, as well as longevity of the current schedule, staff is not recommending revising the meeting schedules.

Staff is recommending the following strategies to formalize the process of carrying forward ACTAC recommendations.

1. Detail the ACTAC recommendation at the end of the “Recommendation” section of the standing Board committees. In the event a standing Board committee staff report has been mailed prior to ACTAC consideration, it will be noted that ACTAC will be considering the item, and a handout will be provided to the standing Board committee with a summary of the items common with the ACTAC agenda and actions taken.

A table similar to the one below could be used for the proposed handout.

PPC/PPLC Item #	PPC /PPLC/ ACTAC Item	ACTAC Recommendation/ Discussion of Note
3D	Approval of Vehicle Registration Fee Program Guidelines	Approved Unanimously <u>ACTAC Discussion</u> ACTAC discussed the VRF program and also specifically the amount of time that should be allowed to expend VRF funding. ACTAC recommends a three (3) year time period to expend funds with the option for the the Alameda CTC Board to consider extensions (up to 2 one year extensions).
3F	Approval of 2012 STIP: Development Process	Approved Unanimously (No Discussion to Note)

2. In the Alameda CTC Board staff reports, staff recommends including a detail of the ACTAC recommendation in the “Summary” section of the staff report, and to note whether the recommendation is consistent / not consistent with the standing Board committee recommendation.



DATE: May 23, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Diane Stark, Senior Transportation Planner
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

SUBJECT: Review Draft Alameda Countywide Bicycle and Pedestrian Plan Vision and Priority Networks

Recommendations

It is requested that ACTAC provide input on the proposed Bicycle and Pedestrian Plans vision and priority capital projects networks for the Alameda Countywide Bicycle and Pedestrian Plans updates. Comments are due Friday, June 17, 2011.

Summary

Both the Countywide Pedestrian and Bicycle Plans are now being updated. Each plan includes a “vision” network and “priority” network of capital projects of countywide significance. A description of the vision network and an approach to prioritizing the capital projects included in the vision networks is described in this memo. The prioritized projects will be eligible for future countywide bicycle and pedestrian funding. Input received will be incorporated into the discretionary Priority Projects and Programs chapters of the Plans.

Comments are welcome and should be submitted on the vision and priority capital networks to Diane Stark (dstark@alamedactc.org) or Rochelle Wheeler (rwheeler@alamedactc.org) by Friday, June 17, 2011.

Background

The Alameda County Transportation Commission (Alameda CTC) approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. Since then, these plans have been used to guide bicycle and pedestrian grant fund programming and Alameda CTC bicycle and pedestrian efforts. The plans are now being updated, with the goal of having the plans adopted in early 2012, so that they can be coordinated with the updates of the Countywide and Regional Transportation Plans, which are anticipated to be adopted by 2012 and 2013, respectively.

During the plan development process, the Bicycle Pedestrian Plans Working Group (PWG), the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), and the PAPCO have been reviewing and providing input on the development of each chapter of the plan. To date, the PWG, BPAC and PAPCO have reviewed and provided input on the following draft plan chapters:

Existing Conditions, Evaluation of Current Practices, and Vision, Goals & Objectives. Copies of the draft chapters are available to view on the Plans updated web page at www.tinyurl.com/ACBikePedPlans (- actual website is: http://www.actia2022.com/files/managed/Document/1663/Draft_Bike-Ped_Evaluation_of_Current_Practices_Chapter.pdf)

Vision Networks

Both the Countywide Bicycle and Pedestrian Plans have a “vision network” that includes all of the capital projects (or areas for capital improvements) that are considered to be a part of the countywide plans, without regard to available funding. These are all of the areas or projects that are important at the countywide (as opposed to local) level for bicycling and walking. Both of the 2006 plans mapped these areas/projects. Compared to the 2006 Plans, the Countywide Pedestrian Plan system is proposed to mostly stay the same, and the Countywide Bicycle Plan network is proposed to be expanded to further improve access to transit and major activity centers. Highlights of the updated Vision Networks follow:

Proposed Bicycle Vision Network

The Vision Network includes:

1. The entire “vision” bikeway network identified in the 2001 and 2006 Countywide Bicycle Plans, which is based on a corridor approach that started by defining a network of interconnected countywide corridors designed to link “major activity centers, including transit stations, schools, parks, and employment and shopping centers,” as well as routes that serve major transportation corridors. The goal was an inter- and intra-county bicycle network. The selection of specific route alignments was based on three primary screening criteria – connectivity, safety and feasibility.
2. Trails, including the San Francisco Bay Trail and Iron Horse Trail were included as part of the above vision network. It is proposed to add the new East Bay Greenway to the network.
3. Additional routes that improve access to transit. Specifically, bikeways in approximately the four cardinal directions radiating out from major transit stops and stations (called “Transit Priority Zones (TPZs)”), as follows: routes extending out one mile in north county, 1.5 miles in the central county, and 2 miles in south and east county. Additionally, new major transit stops and stations were added.
4. Additional routes that improve access to downtowns and major commercial districts. Specifically, bikeways radiating out three miles from these two destination categories.
5. Bicycle projects identified in Community-Based Transportation Plans (i.e., those in MTC-defined “Communities of Concern,” which are areas with concentrations of low-income, or otherwise disadvantaged populations, that also have transportation gaps.)

Proposed Pedestrian Vision Network

The 2006 Pedestrian Plan acknowledged that an interconnected walking network was not a countywide goal. Rather the Plan identified “areas of countywide significance,” which were defined as “places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond.” Three categories followed from this definition:

1. Access to major public transit, including bus corridors, rail stations and ferry terminals of countywide significance. Specifically, pedestrian projects that improve access to transit within one half mile walking distance of the transit stop/station.

2. Access to and within activity centers, including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks.
3. Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas

This plan update proposes to maintain the above approach, with the following changes:

- Update the transit routes and stops, as needed, to reflect new transit stops, such as the new West Dublin BART station, and changes to major bus trunklines;
- Add any new or missing activity centers and trails, such as the East Bay Greenway; and
- Include pedestrian projects identified in the Community-Based Transportation Plans (as described above under the Bicycle Vision Network).

Prioritization Overview

ACTAC is being requested to provide input to prioritizing the vision and priority network/system, which will ultimately form the basis of the “Priority Projects and Programs” Chapters in the Countywide Bicycle and Pedestrian Plans, and will guide future countywide bicycle and pedestrian investment priorities. The prioritization approach now being recommended addresses capital projects only. It is understood that outreach and educational programs that encourage safer and more convenient and inviting cycling and walking are equally important; however, the method to identify and prioritize these programs will be brought to a future meeting for input.

The 2006 Countywide Pedestrian Plan did not prioritize projects; rather the cost to deliver the complete pedestrian system was estimated and compared to expected revenue over the life of the Plan. Alameda CTC calculated the difference between these amounts and used the Plan as an advocacy document to argue for the need for increased pedestrian funding.

The 2006 Countywide Bicycle Plan established priorities by identifying a “financially-constrained network” based on a cost estimated to be equal to the revenue expected to be available for bicycle projects throughout the life of the Plan. A subset of these projects – one per jurisdiction – comprised the Plan’s “high priority projects in the 2006 Plan.”

Proposed 2012 Prioritization Approach

Proposed Priority Bicycle Network

The Priority Network includes:

1. Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
2. Access to transit: Half the length of the “vision” bikeway routes radiating in the four cardinal directions from transit, i.e., within one-half mile in north county, 3/4-mile in central county and one mile in south and east county.
3. Access to downtowns and major commercial districts: Half the length of “vision” bikeway routes radiating out from the downtowns and major commercial districts, i.e., within 1.5 miles.
4. Bicycle projects identified in the Community-Based Transportation Plans.

Proposed Priority Pedestrian Network

The Priority Network includes:

1. Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
2. Access to major public transit: Specifically, pedestrian projects that improve access to transit within *one quarter mile* walking distance of the transit stop/station (i.e. half of the “vision” distance).
3. Access *within* the two major activity centers: downtowns and major commercial districts.
4. Pedestrian projects identified in the Community-Based Transportation Plans.

Transit hubs, downtowns and major commercial centers were identified in the 2006 Countywide Pedestrian and Bicycle Plans as areas of countywide significance, meaning they are places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond. In addition to recommending prioritizing pedestrian projects in these areas, it is recommended to also use the same locations to prioritize projects in the Countywide Bicycle Plan because it is thought that these areas are equally important destinations to the county’s cyclists.

Finally, MTC’s Communities of Concern capture areas of Alameda County with low auto ownership rates and, in many cases, limited employment, shopping and transit opportunities. MTC-funded and Alameda CTC-managed Community-Based Transportation Plans identify needed projects in these areas, where there is often higher-than-average reliance on walking and bicycling.

Input requested

Staff is requesting input on the vision and prioritization approach, and specifically on the following questions:

Bicycle Plan Maps

1. Does this prioritization approach seem reasonable and will it help increase bicycling in the county?
2. Are any revisions needed to the vision bikeway network to reflect current local plans and conditions, and better connect destinations and/or jurisdictions?
3. Are there ways in which the proposed new access routes to transit, downtowns and major commercial districts are redundant with the original bikeway network? If so, which routes should remain in the network, and which should be omitted?
4. Would you recommend superior access routes to/from transit, downtowns, and major commercial districts to those currently mapped?
5. Do the vision maps accurately indicate which bikeways have been constructed and which have not?
6. Does improving the bicycle network within 1.5 miles from downtowns and major commercial centers make sense in your part of the county?
7. Are the communities of concern well served by this network? Specifically, there are three communities of concern in which we are unsure of the best bikeway routes to reach the closest downtowns: West Oakland, Hayward/Union City and Fremont/Newark.

Pedestrian Plan Maps

8. Does this prioritization approach seem reasonable and will it help increase walking in the county?
9. Are there any major activity centers missing?

10. Are the communities of concern well served by this network?

Additional Input to the Plans

Staff and the Plans Updates consultant will attend local BPAC meetings in May and June to bring the proposed vision and prioritized networks approaches for public input. These meetings will be advertised to all nearby BPACs, advocacy groups and the public. A web page with information about the plan updates process is available at: www.tinyurl.com/ACBikePedPlans. Please share this web link with others who may be interested.

Next Steps

Input will be gathered from local agency staff and local BPACs. It will then be compiled and returned to the PWG and BPAC. The revised approach will be incorporated into the Priority Projects and Programs chapters in the Plans. An approach for prioritizing countywide programs will be brought to a future meeting. A draft of the Plan is expected to be brought to the committees and Commission in December 2011 with a final in early 2012.

Fiscal Impact

Funding for updating Countywide Bicycle and Pedestrian Plans is included in the FY 2010/2011 and 2011/12 budget.

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Memorandum

DATE: May 16, 2011

TO: ACTAC

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

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

Recommendation

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

Summary

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

Discussion

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

June 2011 Update:

This report focuses on the month of June 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July, and development of an Alameda Countywide land use scenario.

1) MTC/ Alameda CTC Project and Program Evaluation

Both MTC and Alameda CTC have begun the performance assessment and evaluation of the projects and programs that were received in the Call for Projects and Programs approved by the Board at its May meeting.

2) Release of Initial Vision Scenario and Development of Alternative Scenarios

ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, two public workshops, hosted by MTC and ABAG, were held on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 70 elected officials from the cities, transit districts, and other special districts attended and provided input.

3) RTP/SCS Work Element Proposals and

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

- Developing 25-year financial forecasts; and
- Developing a transit capital, local streets and roads maintenance needs, and transit operation needs approach.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	No June Meeting July 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No June Meeting July 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	No June Meeting July 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 7, 2011 July 5, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	June 8, 2011 July 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	June 23, 2011 July 28, 2011

Fiscal Impact

None.

Attachments

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

**Summary of Next Quarter Countywide and Regional Planning Activities
(June through August)**

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the June to August time period, the CWTP-TEP Committees will be focusing on:

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

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on

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

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Alternative SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed: Final list will be forwarded May 27, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - December 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

Calendar Year 2011

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

Calendar Year 2012

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

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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario



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

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

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DATE: May 13, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Diane Stark, Sr. Transportation Planner

SUBJECT: Presentation of Results of San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) Project

Recommendations

This is an information item. A presentation will be made on the results of the study conducted for the City of San Leandro as part of the Transit Oriented Development Technical Assistance Program (TOD TAP).

Summary

The Alameda CTC's Transportation and Land Use Program funded a consultant to prepare Best Practices for Transit Center Design with the City of San Leandro as a case study. (See Attachment A.) The Best Practices and study are part of the TOD TAP Program, which provides technical assistance to jurisdictions in Alameda County to help advance TOD projects. San Leandro's study investigated access options at the San Leandro BART station that would meet pedestrian, bus and vehicle access needs for BART, AC Transit and the City of San Leandro. The station is one of the priority development areas (PDAs) in Alameda County.

Background

The Alameda CMA Board approved the initiation of the TOD TAP Program in 2005. The program provides a pool of consultants to provide technical assistance to help advance TOD projects in Alameda County. Since its inception, examples of assistance the program has funded include a stormwater, density and parking study at Coliseum BART station, a shared parking study at MacArthur BART, and outreach for BART to Livermore. This year, in addition to the San Leandro study, the program is funding the City of Oakland PDA study and a Hayward parking study at the South Hayward BART station.

A presentation will be provided outlining the challenges and results of the San Leandro TOD TAP access study, which included collaboration with the City of San Leandro, BART and AC Transit.

Attachments

Attachment A: Best Practices for Transit Center Design

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Best Practices for TRANSIT CENTER DESIGN



ACTAD Item 5-5, 06/05/11
Attachment A

Prepared for the Alameda County Transportation Commission by Kimley-Horn and Associates, Inc., June 2011

INTRODUCTION

Transit centers, also known as intermodal transportation centers, serve multiple purposes in the transportation network and are usually situated in a centralized location. Typically, transit centers are located at sites with high ridership, such as at a rail station. With regional rapid transit as an anchor for a transit center, **the first purpose for a transit center is to provide access to/from transit and the neighboring communities.**

Transit centers achieve this purpose by consolidating, interfacing, and interconnecting multiple modes of transportation within a single facility and increasing the number of travel options.

Well-planned transit centers provide **convenient and safe paths** for pedestrians and cyclists, **efficient**

space for bus customer loading and unloading, and **facilitate** transfer activity between transportation options, such as local and express bus, bus rapid transit, shuttles, streetcars/trams, and light, heavy, and commuter rail systems. Transit centers can also integrate park-n-ride lots for auto access customers where space allows. More recently, transit centers have become incredible opportunities for Smart Growth opportunities such as pedestrian- and transit-oriented development (TOD). With the growth of interest in TOD, transit centers will have increased focus and priority for non-motorized access to transit. Finally, transit centers serve as an important support facility for transit operators by providing space for driver breaks, shift changes, bus layovers, and service supervision infrastructure.



Given the broad range and importance of functions that transit centers serve, their effective planning and context sensitive design are of the utmost importance to the success of the overall transportation system.

This document provides a summary of best practices for planning, design, and operation of transit centers that can facilitate ACTC in developing a high quality experience for their customers.

OVERVIEW OF DESIGN PROCESS

Given the multitude of unique functions within a transit center, it is difficult to develop a definitive approach to planning and designing these facilities. However, there are many **characteristics observed and utilized at successful facilities** which can be applied to improve the effectiveness of new transit center facilities.

The overall transit center planning and design process is to define project goals and objectives and develop concepts (i.e. functional diagrams, site layouts) that illustrate the goals of the project. Fundamentally, transit center planning is **"defining the needs of the various customers accessing the station for all modes"** while transit center design (concept to construction) is **making it all fit and work effectively together** to meet

the goals and objectives set during the planning process.

The following provides an overview of the planning and design process from basic concepts to final design:

1. Work with stakeholders to develop vision for transit center.
2. Develop policies, strategies, and plans to move vision forward.
3. Establish requirements and design criteria for transit center users and surrounding stakeholders.
4. Define constraints on transit center location.
5. Prepare alternative transit center design configurations.
6. Evaluate the performance of each design configuration to the criteria and requirements.

7. Select the design alternative that best meets the criteria for users and stakeholders of the transit center.

8. Refine the conceptual transit center plan to develop consensus between stakeholders.

Public and stakeholder involvement is essential to the successful planning, design, and implementation of a new or reconstructed transit center.

Public participation should be defined for each stage of the process. This will serve two roles: getting the public opinion on planning and design options; and educating the public about the realities of the constraints and opportunities of the project. Ultimately, the **public will be the users of the transit center** and can provide valuable insight with the development of the alternatives.



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Best Practices for TRANSIT CENTER DESIGN

Planning, Design, And Operational Considerations In Alameda County

TRANSIT CENTER PLANNING

Ideal locations for transit centers include locations where multiple buses converge or have layovers and that are located near major activity centers or other transit modes, such as BART. Most of AC Transit's transit centers are located at BART stations, but are also located at major activity centers, such as Contra Costa College, Eastmont Town Center, and Union Landing Shopping Center, where a high volume of transit traffic occurs during the peak hours and throughout the day. Planning for transit centers is an undertaking that requires many key stakeholders (and the public) to make it a successful implementation.

Planning Process

Understanding the planning process and those involved throughout, will help define needs and requirements early in the design process to ensure that many of the stakeholders' need are met. Below is a diagram of the overall planning process and some examples of what can take place during the planning process. Defining the process and the roles/responsibilities of stakeholders (including the public) is useful in moving a project forward effectively and efficiently through the planning process. For the purposes of this discussion, the planning process is assumed to be completed when engineering design is underway—by this point, all the needs and the components to be integrated into the transit center have been identified.

Starting the Planning Process

For many, the planning process starts when a "project" is defined by the City or an agency. However, for the customer or user of the facility, planning for improvements started when they first began using the facility. Taking a customer perspective on where the problems are and how they are being observed will help focus the planning effort on providing the users with a high quality experience. Consequently, the users of the transit center should be one of the first stakeholders surveyed or interviewed to understand their perspectives on the existing facilities. Understanding existing facilities and how they are used is only a piece of the puzzle. Below are some planning best practices to develop a transit center plan and concept that integrate stakeholder input.

page prior to a detailed planning and design effort. More importantly, stakeholders may identify policies that are not in conflict with the project but are outdated and may require update prior to approval of the project plan or start of construction.

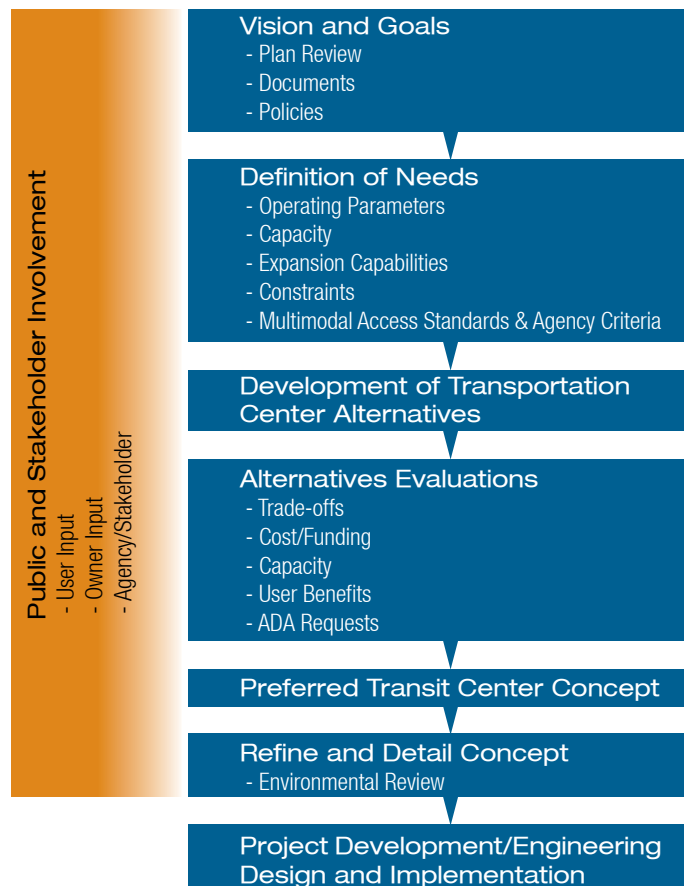
Prior to starting the planning outreach and effort, ensure that the city in which the station is located is involved. Their involvement will help facilitate future integration with transit-oriented development around the transit center, which will help all stakeholders involved.

Understanding User and Stakeholder Needs

In its most basic form, understanding user needs is estimating the number of pedestrians, bicyclists, buses, trains, and automobiles accessing the station. However, to better understand the spectrum of requirements that will be placed on the transit center in the future, it is critical to understand how the existing transit facility (or transit center) will fit with and complement existing and planned transit services and surrounding land uses.

Identify facility requirements for transit provider services and private patrons. Have a clear understanding of current patronage for all modes of transportation. How are they circulating? Why are they circulating in that manner? Do patron behaviors change throughout the day? Documenting this information will be useful in showing where improvements are necessary against the goals and objectives and that existing patrons are being considered.

Have the transit providers identify their needs in maintaining or improving existing services. This also includes elements such as the number of bus bays, rail platforms, connectivity between services,



Vision and Goals

Transit centers, especially those at a BART station, are a planned core element to enhance future transit, mobility, and development for the neighboring community. The agency should develop an understanding of existing plans/documents of the transit center and the surrounding area to better define the vision of the transit center. Identifying existing/potential interfaces and opportunities will help stakeholders take into consideration other plans and perspectives and opportunities to enhance transit center access for future planned use.

Consider performing an informal policy audit that documents existing policies from various stakeholders. This document will help planning staff identify potential conflicts between policies and bring it to the attention of the stakeholders. This type of policy audit helps planning staff and stakeholders start on the same

transfer volumes between services, and supporting facilities such as security.

Analyze access and circulation requirements for transit providers, the City, and other stakeholders. A traffic study is the most basic form of this analysis. Additional effort, however, should be focused on pedestrian access to business and other public activities as BART can be a major source of customers for local business and functions. Understanding how pedestrian and bicyclists are using the facility will help identify existing conditions that may need to be protected or enhanced.

Developing Evaluation Criteria

Based on the user and stakeholder needs, an evaluation criteria or matrix

should be developed to screen and access alternatives developed. These evaluation criteria will be the “punch list” for designers to layout the transit center in an effective manner. Having this information clearly documented and understood by all stakeholders prior to development of concepts will provide full disclosure to all involved. It is important to share these criteria with the public so that they can understand, if not accept, the needs being integrated into the transit center. This criteria will help both technical advisors and stakeholders understand the trade-offs, benefits, and costs of the “needs” identified before. Furthermore, the criteria will help stakeholders begin prioritization of space and function based on the goals and objectives.



Developing Alternatives

Transit centers at BART stations are best located near the station entrance. This allows BART passengers to quickly and easily connect with trains, and to attract BART customers to bus transit (especially when other factors, such as the higher cost of using transit, serve as disincentives).

There are several important perspectives that need to be taken into consideration during the development of a transit center:

the facility from surrounding neighborhoods.

- Enhance the pedestrian experience between the transit center and local centers of commerce.
- Provide the city the opportunity to leverage the transit center for future transit oriented development.
- Improve the image and perception of the transit center—if the transit center is in the city, it’s a gateway to the city.

BART Planner

- Accommodate BART patron circulation without compromise to quality of transit service, capacity of the station, and safety of riding public.
- Prioritize BART patron circulation consistent with BART’s station access hierarchy to allow for convenient, rapid, and safe access to and egress from the station, parking facilities, and the surrounding neighborhoods (graphically shown).
- Provide access for patrons with disabilities as required by state and federal statutes. Also provide additional accessible amenities as required by the local disabled community and as required by the District. If it’s accessible for patrons with disabilities, it’s accessible to all patrons.

Transit Service Provider

- Maintain or improve travel times and route directness and increase transit (bus/shuttle) service frequency.
- Provide flexible design for bus bays and layover areas to accommodate existing and future demand with a measure of flexibility for future changes.
- Enhance personal safety for transit patrons.
- Provide as much transit priority in access and circulation as possible.

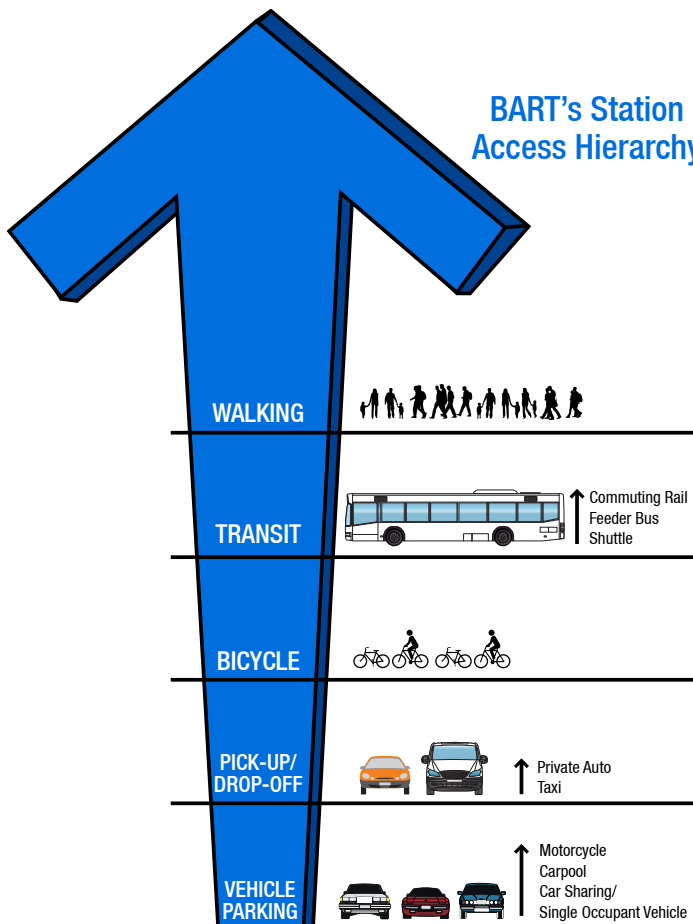
City Traffic Engineer

- Minimize transit impacts associated with traffic congestion and drop offs/pick ups.
- Minimize impact to traffic signals surrounding the transit center.

City Planner

- Provide multiple pedestrian and bicycle access points into

BART’s Station Access Hierarchy



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Best Practices for TRANSIT CENTER DESIGN

Planning, Design, And Operational Considerations In Alameda County

TRANSIT CENTER DESIGN

A transit center that is well planned and designed can extend a rail station's sphere of influence by providing strong pedestrian connectivity, seamless connections to buses and shuttles, and efficient parking facilities. Strong pedestrian connectivity to surrounding neighborhoods provides the convenience to customers in the immediate area. Buses and shuttles can transport customers from nearby communities to the station from a wider catchment area, reduce the total demand for parking at the station, and provide a backup transportation option for any interruptions to other transit services. In order to create seamless connections between the various modes of travel, the transit center needs to be properly laid out and designed, taking into account the location, size, function, and interface between modes as defined during the planning process.

Passenger Orientation, Circulation, and Safety

- Locate station facilities (e.g.

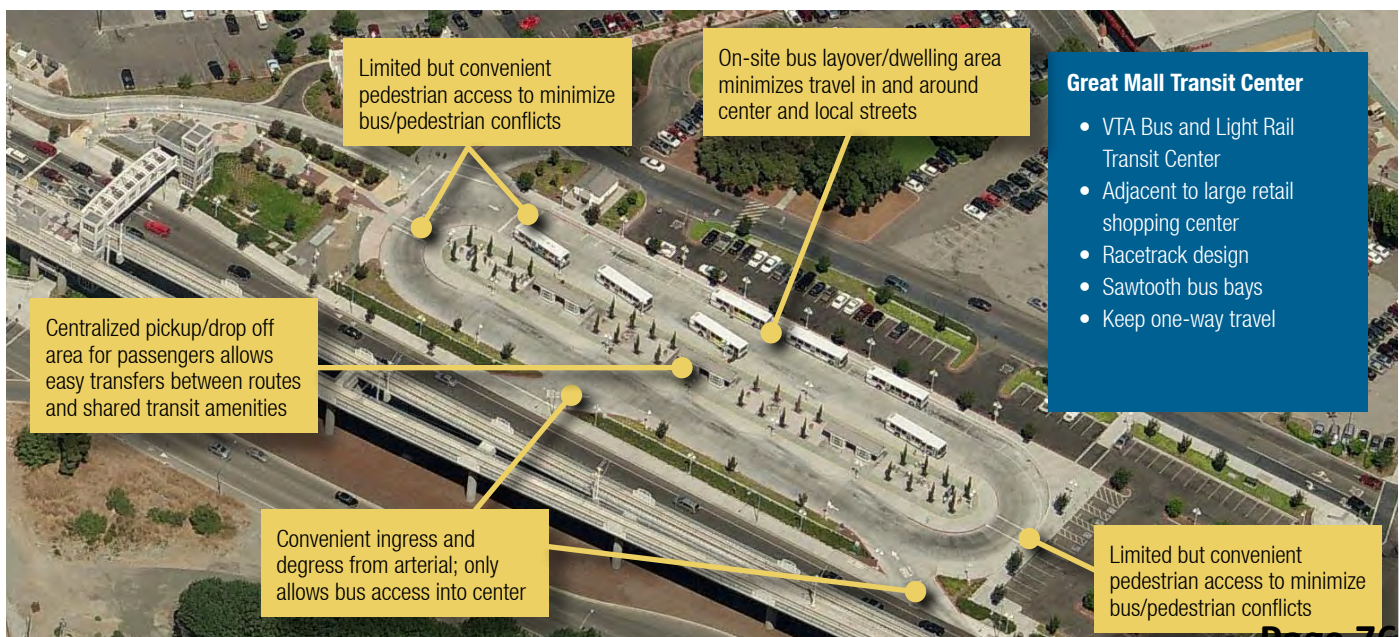
ticketing, gates, customer service etc.) in a logical progression to enhance operation efficiency and minimize passenger confusion.

- Provide legible and consistently branded wayfinding signage at a system-wide level, including the size, font, color scheme, and standard symbols. Innovative techniques such as lighting, arrows on floors, and the use of color in architectural finishes should be considered where appropriate. Wayfinding may need to be tailored and designed for each mode of access.
- Include prominently displayed area/community maps and station layout with clearly marked locations of key local destinations, pedestrian facilities, transit connections, bicycle racks, car-sharing services, passenger amenities, and parking areas clearly depicted.
- Minimize walking distances, while ensuring that sufficient circulation space is provided. Provide multiple path choices for pedestrians that can assist in reducing walking distances and help distribute the flow of people during peak travel periods.
- Avoid pedestrian-pedestrian conflicts, abrupt changes in route direction, and blind corners.
- Keep pedestrian routes clear of structural elements, vegetation, and obstructions to sight lines. Allow for additional space for route within or adjacent to logical congregation points within the transit center.
- Ensure that station representatives and other staff provide a consistent and highly visible presence. Station staff should be able to command a view of all entrance points and circulation areas. Avoid blind corners, alcoves, and "lurking spaces". Where not feasible, the use of CCTV and "Help Points" should be considered.

- Provide direct line-of-sight connections enabling passengers to see their destination, thereby enhancing feelings of personal security and reducing the need for, and reliance on complex signage.
- Ensure that minor repairs and the removal of evidence of vandalism are carried out promptly. High quality maintenance standards will signal to users that the facility is well cared for and therefore has "more eyes" to enhance safety.

Transit Interface – Safe and Accessible

- Provide physical separation between the bus loading areas within the transit center and the auto travel lanes for improved circulation and safety. The goal is to improve reliability of service for transit customers and avoid situations automobile drivers not known how to interact with large buses or driving by high pedestrian volume transit stops.



- Facilitate pedestrian movement through the use of crosswalks and fencing or landscaping.
- Consider providing only one-directional circulation for the bus loading areas to minimize footprint for bus circulation.
- Design bus bays such that buses do not block crosswalks or traffic through the center. Design bus bays for articulated buses with enough space in the bay to accommodate the full size of the vehicle, to avoid obstruction of the crosswalk and through travel lanes.
- To the greatest extent possible, the sidewalk/bus island should have standard curb heights to avoid unfamiliar steps or vertical differences for customer. Exception may be afforded to BRT station platforms as necessary to provide level or near-level boarding.
- Place fence opposite to the passenger loading side of the bus island if passenger loading occurs only on one side of the

bus island. This is intended to encourage the use of pedestrian crosswalks and to offer persons with visual impairments a way of differentiating between the loading and non-loading sides of the bus island.

Path of Travel – Accessible

- The varying width of the sidewalk/bus island along sawtooth bus bays makes it difficult for persons with visual impairments to maintain orientation. Install tactile pathways (also referred to as “induction lines”) along the sidewalk/bus island of sawtooth bus bays. Indicate the direction of travel, and serve as a linear guide along the length of the sidewalk/bus island. On these pathways, construct pathway tile to be readily distinguishable from the surrounding sidewalk.
- Construct tactile pathway of a rigid material that will produce a hollow resonance when struck with a cane; such materials might include hard plastic

porcelain, or fiberglass.

- Use a junction point “tiles” to indicate the possible change in direction of travel. Construct the texture of the junction point tile different from that of the tactile pathway to signal to the user that a potential change in direction exists.
- To assist those with low-level vision, apply contrasting colors to tactile pathway materials and sidewalks, in keeping with ADA specifications. Pathway tiles should be bright in color, with yellow generally used for safety purposes. To the greatest extent possible, sidewalks/bus islands should contrast in color with the bus travel lanes. This contrast may be achieved by pigmented poured concrete and/or by painted curbs.
- Particular attention should be given to designing a path of travel that provides for a clearance between shelters/benches and bus stop poles to exceed the minimum width

requirements specified by the ADA.

Crosswalks

- At a minimum, crosswalks should be wide enough to accommodate one wheelchair. However, when space is available, crosswalks should be designed to allow two wheelchairs to pass.
- To the greatest extent possible, crosswalks should be perpendicular to curbs and traffic lanes to reduce the distance walked and to maximize visibility.
- Crosswalks should be clearly marked, whether they are between the main bus bays and bus islands, or bus areas and parking areas.
- Crosswalks within the bus transit center should have a centerline tactile surface treatment to assist visually impaired persons.
- Sidewalk/bus island surfaces should be of smooth concrete,

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Best Practices for TRANSIT CENTER DESIGN

Planning, Design, And Operational Considerations In Alameda County

TRANSIT CENTER DESIGN (cont.)

while crosswalks on roadway surfaces should be of a rough texture to provide tactile contrast between sidewalks and crosswalks.

On-Site Amenities

- Provide real-time bus departure and arrival information for each route when leaving the rail station and at the bus shelter.
- Transit centers should include a variety of amenities (for both passengers and drivers/operators) such as shelters, benches, bus bays, telephones, restrooms, food service, bicycle parking or bike stations, and trash receptacles.
- Center amenities should provide protection from sun, rain, and wind, provide adequate seating and leaning rails, and a minimum number of land-line (outgoing only) telephones. Provide weather protection, seating, lighting, and trash cans at all bus waiting areas.
- Provide for minimal and predictable wait times between transit mode connections. Real-time information should be provided to enable passengers to appropriately anticipate connections.
- Where layovers are essential for operational reasons, sufficient space should be provided to meet peak demand. Layovers should not occur along key curbspace at the station entrance.
- Bus shelters should have the minimum dimensions as required by the ADA. The minimum requirement is a clear floor area of 30 inches by 48 inches entirely within the perimeter of the shelter.
- Bus shelters should not have dark, tinted panes or screens that create an unsafe atmosphere or obstruct visibility from either inside or outside the shelter.
- The inside of bus shelters must be visible from three sides.

Bicycle Accommodation

- Provide adequate bicycle parking ("U" and wave racks) and lockers to meet demand.
- Locate bicycle parking in sheltered, secure, well-lit locations along bicyclists' "desire lines" from major bikeways to the station entrance. If it is not possible to site bicycle parking within view of the station agent, it should be located in areas with high pedestrian flows or where other informal surveillance is consistently available.
- Locate bicycle parking so that cyclists do not have to dismount and walk, but can ride up to it. This means that bike routes should continue as close as possible to the fare gates.
- Provide bicycle routes through the station area that easily connect to other bicycle routes

and paths outside of the station area.

Off-Site Station Visibility and Design

- Create a sense of place. Enhance station prominence by providing a distinctive street presence. This can be achieved through urban design, architectural features, lighting, and signage.
- Integrate station visually with surrounding environments. The transit center should be sensitive to the surrounding context.
- Introduce traffic calming measures as necessary to control vehicle speed within and around the station area.

Drop-Off and Pick-Up Areas

- Drop-off and pick-up areas should be located for safety and to minimize congestion impacts. Drivers should be able to stop without impeding traffic flow or delaying transit vehicles.

ACKNOWLEDGMENTS AND ADDITIONAL READING

- *BART Station Access Guidelines*, BART, April 2003.
- *Designing with Transit, Making Transit Integral to East Bay Communities*, AC Transit, 2004.
- Meeting with AC Transit planning and operations staff, April 15, 2010.
- Meeting with Caltrans District 4 Bicycle Advisory Committee, April 21, 2010.
- Survey Results, Pedestrian Issues at Transit Centers, July 2010.
- *Transportation Planning Handbook, 3rd Edition*, Institute of Transportation Engineers, 2009.
- *Central San Leandro/BART Area Revitalization Strategy*, City of San Leandro, Undated.
- *Downtown San Leandro Transit-Oriented Development Strategy*, City of San Leandro, September 2007.
- *San Leandro Boulevard/BART Pedestrian Interface Plan*, City of San Leandro, February 2011.
- *Community Design and Transportation, A Manual of Best Practices for Integrating Transportation and Land Use*, Santa Clara Valley Transportation Authority, 2003.
- *Literature Review for Providing Access to Public Transportation Stations*, Transit Cooperative Research Program Document 44, March 2009.
- *Bus Transit Facility Design Guidelines and Criteria*, Regional Transportation District, February 2006.
- *Transit Access Guidelines*, Regional Transportation District, January 2009
- *BART Facilities Standard, Facility Design – Criteria, Architecture – Passenger Station Sites*, BART, October 2009.

- Clearly marked zones for taxis and drop-off/pick-up should be provided. Taxi stands should be highly visible from the station access points.
- Paratransit drop-off/pick-up area should be located near the accessible entrance to the station, particularly to the fare gates and elevator.
- The drop-off area and taxi stand should be located as close as practicable to the fare gates to minimize walking distances.
- The automobile drop-off/pick-up area should be sized to meet peak-hour demand, providing area for waiting vehicles.
- The pedestrian area should be designed with enough space to accommodate passengers waiting to be picked up. The waiting area should have pedestrian-level lighting, seating and weather protection, and should be visible from the station agent's booth.
- Signage should direct both vehicles and passengers exiting stations to drop-off and pick-up areas.
- The telephone numbers for taxi providers in the area should be displayed and public telephones should be provided.

Locate parking for different users

- Carpool and motorcycle parking should be located in an area that is closer to the station fare gates than the majority of the at-large parking spots. In garages, carpool and motorcycle parking should be on the first or second floors.
- Reserved spaces for car-sharing services should be in high-profile locations, in an area that is closer to the station fare gates than the majority of the at-large parking spots.
- Where parking facilities regularly fill to capacity, provide signage to other parking options at the same station or in the same travelshed. Where there are several parking facilities

at a station, provide real-time signage directing drivers to lots with available space.

- Provide reserved spaces for midday use, in order to support off-peak ridership.
- Design parking so that it can be shared with other users, where appropriate.

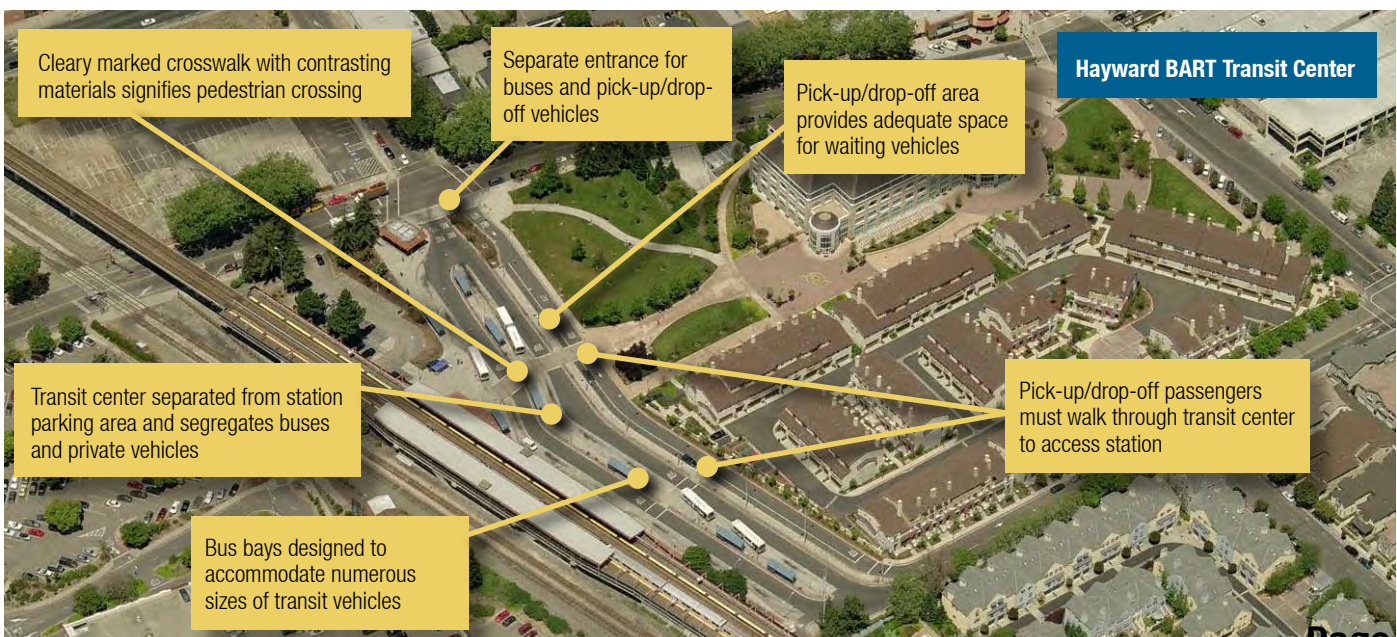
Provide a comfortable experience for drivers as they move from parking spot to fare gates

- Parking aisles and internal roadways should be designed to provide comfortable and safe walking environments, with lighting and landscaping.
- Pedestrian pathways through the parking lots should be indicated with sidewalks, trees, and/or surface markings.
- Use tools such as reduced lane widths, tighter curb radii, on-street parking, and plantings to achieve an appropriate and safe design speed on local streets within and surrounding the station.

Minimize the impact of parking on the attractiveness and to encourage other travel modes

- Parking entrances and exits should not be located on major pedestrian corridors if access can be provided from an alternative street.
- Garages should be designed with separate entrances and exits and clear of pedestrian paths, where possible, to simplify vehicle-pedestrian conflicts.
- Entrances to garages and lots should be designed for slow entry speeds, using raised crosswalks, speed bumps, or raised domes.
- Parking structures should have street facing windows or active uses such as retail or restaurant on the ground floor, particularly on the sides facing major pedestrian corridors.

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Best Practices for **TRANSIT CENTER DESIGN**

PLANNING AND DESIGNING OFF-SITE IMPROVEMENTS

Create a Network of Safe, Direct, and Appealing Walking Routes

- Stations should be easily accessible by pedestrians directly from the adjacent, on-street sidewalk facilities. Use dual, side-street entrances where feasible to shorten the actual and perceived walking distance to the station.
- Off-street pedestrian routes, including over- and under-crossings should be avoided. Where unavoidable, adequate lighting and security should be provided.
- On-street parking should be provided as a buffer between pedestrians and motor vehicles.
- Sidewalks should be wide enough to accommodate anticipated peak pedestrian demands.
- All pedestrian crossings should be boldly delineated and signalized. Countdown-style indicators and audible signals should be incorporated.
- Dual right-turn lanes and free right-turn lanes should be avoided adjacent to the station area and along primary pedestrian routes.
- Sidewalk bulbouts should be provided to minimize crossing distances, especially at high volume intersections to minimize overall impact to traffic. Bulbouts can help slow

traffic speeds by narrowing roadway widths and providing a safer path for pedestrians.

- Appropriately scaled lighting, trees, seating, and other amenities should be provided to humanize primary pedestrian routes. Shade or shelter from the sun, rain, and wind should be considered.
- Area maps should be provided in the station displaying surrounding streets, popular destinations, and pedestrian facilities.

Provide Pedestrian Route Continuity

- Stations should not interrupt pedestrian routes. Where there are routes on either side, they should continue through station property, allowing non-users to utilize the most direct route, even if it runs through the station property.
- Appropriate lighting and amenities should be focused on non-transit center routes as they will provide more activity within and adjacent to the transit center creating a safer environment.

Accommodate and Prioritize Transfer Activity

- Locate transit services with the highest degree of transfer activity adjacent to the station.
- Provide line-of-sight

connections so that passengers perceive short transfer distance and time.

- Where transfer activity includes multiple transit service providers, appropriate design standards should be incorporated to accommodate all applicable design vehicles and users.

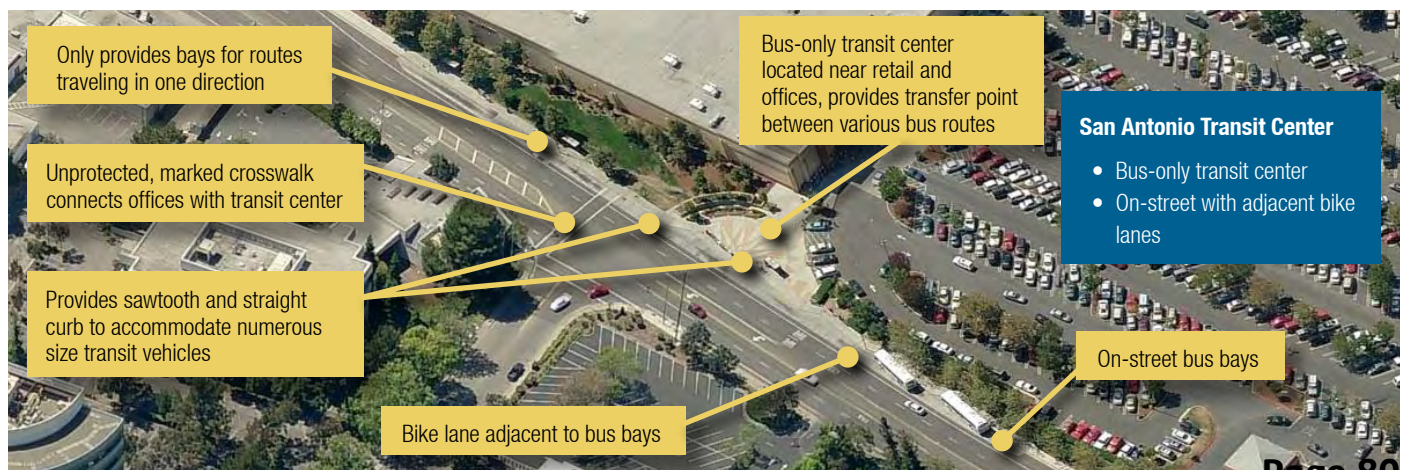
Provide Direct, Safe, and Well-Delineated Off-Site Bicycle Facilities

- Ensure that routes to and from stations have adequate bicycle facilities and traffic signals are appropriately actuated to support and encourage the use of transit by bicyclists of all skill levels. Mid-block access points should be considered where appropriate.
- Off-site station signing should be provided along adjoining streets and bikeways to facilitate access to and from the station.
- All bicycle-related signs should be integrated with signage for other modes, as feasible, and should not interfere with pedestrian, ADA, or vehicle circulation.
- Area maps should be provided in the station on which surrounding streets, popular destinations, and bikeway facilities are depicted.

- Adequate and secure bicycle parking facilities should be provided.

Provide Direct, Safe, and Well-Delineated On-Site Bicycle Facilities

- Bicycle/pedestrian facilities should be provided at each station entrance.
- Adjacent traffic signals at vehicle entrances to the station should include adequate bicycle detection for all movements leading into and out of the station.
- Ensure that bicycle routes through station property minimize conflicts between bicyclists, pedestrians, automobiles, and buses. Cycling on sidewalks should not be necessary and not recommended. With high volumes of pedestrians experienced at transit centers, sidewalks should be used as bicycle routes only when no alternative options are available and only when they have been designed to safely accommodate the expected volumes of bicycle and pedestrian traffic.
- Avoid the designation of pedestrian-only zones which explicitly exclude bicycles.
- Provide stair channels to allow riders to wheel bicycles up and down stairs.



CASE STUDY: DOWNTOWN SAN LEANDRO BART STATION TRANSIT CENTER

The City of San Leandro has been conducting urban design, land use, and transportation planning efforts for several years to improve and develop the area within and around the Downtown San Leandro BART station. These efforts have resulted in the adoption of the following plans by the City Council based on community input: the Downtown Plan and Urban Design Guidelines, the Central San Leandro/BART Area Revitalization Strategy, the Downtown San Leandro Transit-Oriented Development Strategy, and the San Leandro Boulevard/BART Pedestrian Interface Plan. The resulting studies yielded numerous goals, policies, and implementation strategies to transform the transportation and circulation systems in and around the station area into a more balanced multimodal system, including the transit center. One of the major goals of these plans was to develop a pedestrian-friendly, transit-oriented development of the area around the station, including developing a plan to connect the BART station with adjacent neighborhoods and downtown by improving pedestrian, bicycle, and transit circulation. These plans also identified that the transit center should be reconfigured to improve access and safety through

and around the area.

City staff has been working closely with AC Transit and BART, in addition to other stakeholders and the public, for numerous years to develop these plans, including proposed modifications to the station transit center. The adopted plans emphasize upgrading the level of transit users and pedestrian amenities and furnishings, adding wayfinding signage to direct pedestrians around and through the transit center to nearby destinations, and adding comfortable sheltered area for individuals waiting for the bus to create an identifiable gateway for arriving passengers.

Several alternatives were developed that incorporated the planning and design considerations presented in the Best Practices document to accommodate pedestrians, bicyclists, BRT and local buses, shuttles, pick-up/drop-off, carpools, and single-occupant vehicles.

The City of San Leandro recently approved the Locally Preferred Alternative for AC Transit's Bus Rapid Transit (BRT), which proposes to terminate in the Downtown San Leandro BART station. This decision has resulted in the need to accommodate articulated 65-foot

BRT vehicles in the transit center. As the terminus for the BRT's proposed five-minute headways, it is desirable for AC Transit to provide four BRT-only bus bays for passenger loading/unloading and dwelling (space for buses to wait). As the transit center is currently designed to only accommodate 40-foot buses in sawtooth bus bays, articulated vehicles using existing infrastructure would impede circulation through the transit center since these longer vehicles would obstruct the path for other buses. Converting some of the existing bus bays to accommodate BRT will result in the elimination of bus bays for local routes, which may hinder AC Transit's plan to coordinate the local buses around the BART schedule. Loss of local bus bays may also prevent AC Transit from expanding and improving transit service of local routes at this station; which is a lost opportunity as AC Transit is currently planning improved local bus service due to the introduction of BRT service. Finally, the BRT station may require raised platforms for level or near-level boarding and provide additional space for higher quality transit user amenities.

As part of the reallocation of San

Leandro Boulevard's right-of-way width through the Pedestrian Interface Plan, the City reviewed numerous access alternatives of the station's transit center, including decreasing and increasing the size of the transit center. Working together with BART and AC Transit, the City established planning criteria for each access mode based on the BART station access hierarchy. For instance, key planning criteria identified the preferred number of protected pedestrian crossings along San Leandro Boulevard, and all detailed alternatives provided three protected pedestrian crossings. The planning criteria also identified criteria for transit vehicles, including BRT and local bus routes, shuttles, bicycle access, pick-up/drop-off, and parking for carpools and single occupant vehicles. The constraints of the existing transit center were identified, and the conceptual alternatives previously developed were refined to meet the various planning criteria. The performance of the alternatives was evaluated based on several factors, including access by mode, capacity, expansion capabilities, and operations, and a preferred alternative was selected. The alternative will be refined further until the optimal transit center is determined.

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Best Practices for TRANSIT CENTER DESIGN

Planning, Design, And Operational Considerations In Alameda County

CASE STUDY: SAN LEANDRO TRANSIT CENTER

Consider mid-block crosswalks leading directly to the transit center where protected crossings are widely spaced, where a major pedestrian-way or generator of transit trips is located at mid-block.

On-street parking provides a supply of short-term parking for adjacent mixed-use buildings and serves to buffer pedestrians from moving traffic.

Avoid marking crosswalks with colored pavement, pavers, or concrete that blends in with the adjacent street paving. Over time, oil and tire markings reduce the visibility of the material and make the crosswalk less conspicuous. High contrast materials, such as white thermoplastic against black asphalt, is easily recognizable and cost-effective.

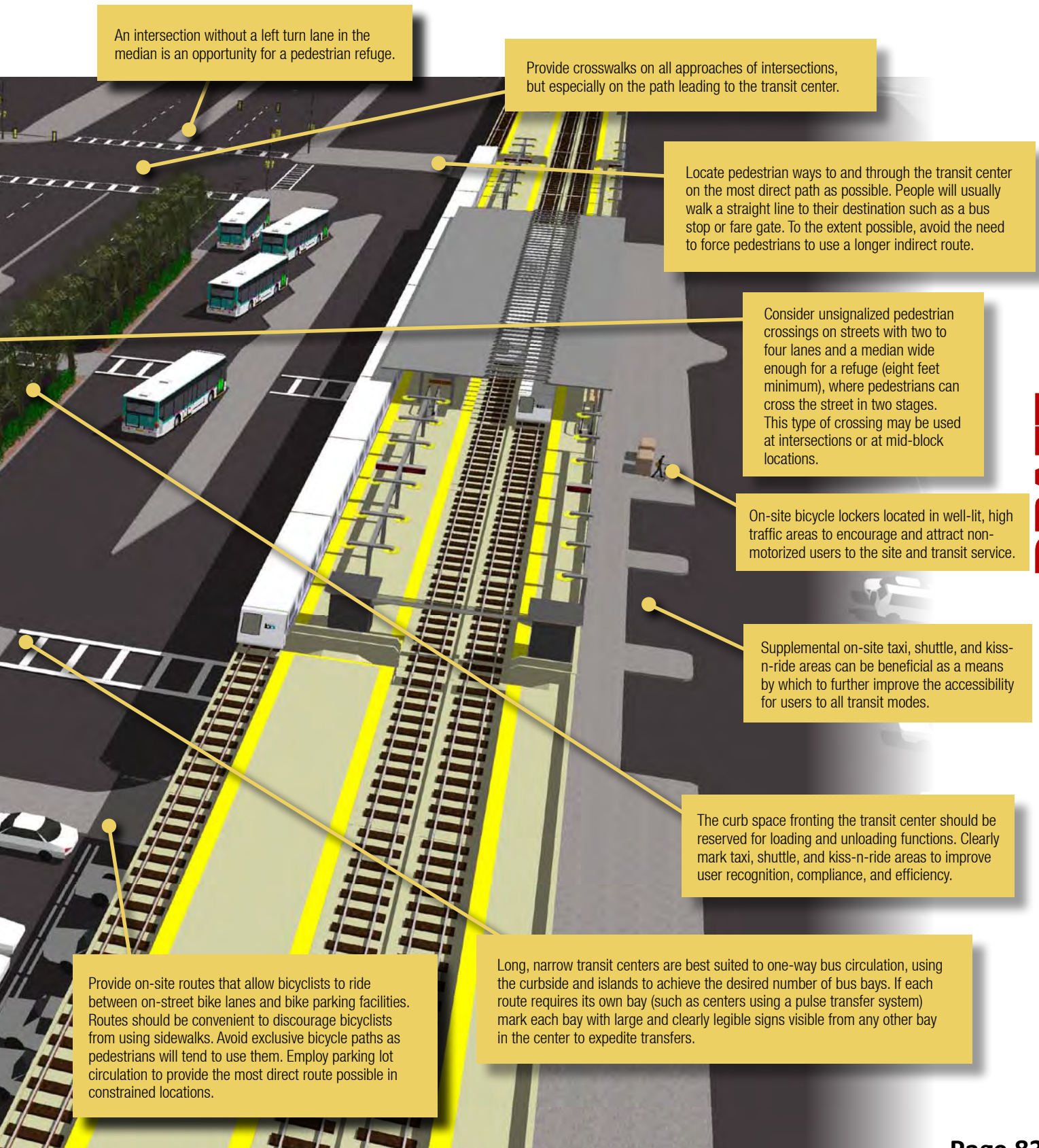
When the configuration of a transit center fronting a street is long and narrow, provide pedestrian access at both ends of the center.

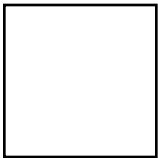
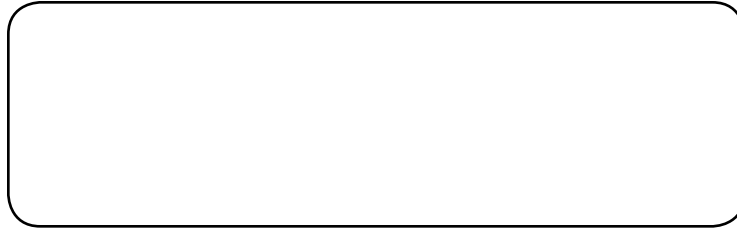
Provide wide tree-lined sidewalks along the primary pedestrian thoroughways to the transit center. Space street trees to keep the route in a continuous canopy of shade in summer. Carefully review sight distance to ensure that landscaping does not reduce the visibility of pedestrian crossings when mature.

Use curb bulbouts at corners with crosswalks whenever possible to shorten pedestrian crossing distance and increase pedestrian/vehicle visibility.

Use a consistent high-visibility style of pedestrian crossing accessing the transit center, to convey the sense of a "pedestrian corridor" to motorist. Applicable to both signalized and unsignalized locations, high visibility crossings are comprised of advanced signing and pavement markings, ladder-style crosswalks of white thermoplastic, curb bulbouts, and median refuges where feasible (required at unsignalized crossings of four lane streets).

Provide exclusive signalized bus access to the transit center wherever possible. Avoid mixing bus and automobile traffic at the transit center driveway to reduce conflicts and inadvertent automobile access into the center.





Best Practices for

TRANSIT CENTER DESIGN



Planning, Design, And Operational Considerations In Alameda County

IMPROVING TRANSIT CENTER DESIGN AND PLANNING

A properly planned and designed transit center can support and enhance transit demand and create a quality experience. By providing a convenient access point to multiple transit services, such as rail and bus, a transit center can **facilitate the smooth and efficient travel** between modes, creating a seamless transportation network. Transfers between modes are convenient for customers, efficient for operators, and safe for all users when **distance is minimized** between transfers, **wayfinding is easy to identify and understand** providing clear direction to transfer points, and **interaction or conflicts are minimized** between pedestrians (including boarding/

alighting passengers) and vehicle paths. Accommodating all modes of transportation in one location provides users an increased number of travel options, which along with numerous connections between modes, tends to promote higher ridership for transit services.

Transit centers in the past were more often large parking facilities surrounding a major rail station. Today, **transit centers are located** within village centers or transit oriented development **where commerce and community activity takes place** throughout the day. Consequently, a transit center acts as a gateway for the surrounding community, providing a

lasting first impression to the arriving passengers.

Well designed transit centers can lead to new pedestrian and transit focused urban development. The area around the transit center can be transformed by bringing people, jobs, and services together, providing an efficient, safe, and convenient area to travel by foot, bike, transit, or car. Reprioritizing access to transit centers has evolved over the last 20 years with these changes in land uses. Transit centers consequently should prioritize access with pedestrians given the most priority (including bus and kiss-n-ride passengers), and parked single-occupant automobiles given less priority.

The transit center can also provide the transit providers the efficiencies of shared costs and operational infrastructure, such as bus bays, passenger amenities, and parking. A properly planned transit center will ensure that adequate land is available to accommodate existing and future transit services while minimizing the land acquisition and construction costs. Creating an improved implementation process will help prevent an over- or under-designed facility, minimize the amount of land required, maximize the space for other uses, provide flexibility to accommodate unanticipated future growth, and avoid the need for costly expansion in the future.