



## Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, December 15, 2011, 5:30 to 8:30 p.m.

### Meeting Outcomes:

- Approve an amendment to the Irvington Area Pedestrian Improvements Bicycle and Pedestrian Countywide Discretionary Fund (CDF) grant
- Approve reallocation of Measure B CDF funds for selected projects
- Provide input on the Transportation Expenditure Plan and Countywide Transportation Plan (TEP and CWTP)
- Provide input on Bike to Work Day and Ride into Life Campaign Evaluation
- Approve recommendation on 2012 Bike to Work Day funding
- Provide input on the Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas

5:30 – 5:35 p.m. Midori Tabata	<b>1. Welcome and Introductions</b>	
5:35 – 5:40 p.m. Public	<b>2. Public Comment</b>	I
5:40 – 5:45 p.m. Midori Tabata	<b>3. Approval of October 13, 2011 Minutes</b> <u><a href="#">03 BPAC Meeting Minutes 101311.pdf</a></u> – Page 1	A
5:45 – 6:20 p.m. Staff	<b>4. Board Actions/Staff Reports</b> <b>A. Countywide Transportation Plan and Transportation Expenditure Plan Update</b> <u><a href="#">04 CWTP-TEP Overview.pdf</a></u> – Page 9 <u><a href="#">04A Memo Regional SCS-RTP CWTP-TEP Process.pdf</a></u> – Page 11 <u><a href="#">04B Second Draft TEP.pdf</a></u> – Page 23	I
6:20 – 6:40 p.m. Staff	<b>5. Approval of Amendment to City of Fremont CDF Grant for Irvington Area Pedestrian Improvements</b> <u><a href="#">05 Memo Irvington Amendment.pdf</a></u> – Page 69 <u><a href="#">05A Irvington Project Scope Change Details.pdf</a></u> – Page 71 <u><a href="#">05B Irvington Project Location Map.pdf</a></u> – Page 75	A
6:40 – 7:20 p.m. Staff	<b>6. Approval of Reallocation of Measure B CDF Funds</b> <u><a href="#">06 Memo CDF Funding Reallocation.pdf</a></u> – Posted online prior to meeting	A

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|---|---|
| 7:20 – 7:50 p.m.<br>Staff                 | <b>7. Review of Bike to Work Day and Ride into Life Campaign Evaluation</b>  <br><u><a href="#">07 Memo BTWD Ride into Life Campaigns.pdf</a></u> – Page 77<br><u><a href="#">07A Report on BTWD and Ride into Life Campaigns.pdf</a></u> –<br>Posted online prior to meeting |
| 7:50 – 8:05 p.m.<br>Staff                 | <b>8. Approval of Recommendation on 2012 Bike to Work Day Funding</b> A<br><u><a href="#">08 Memo Funding Request Bike to Work Day.pdf</a></u> – Page 79<br><u><a href="#">08A Get Rolling Ads 2008 to 2011.pdf</a></u> – Page 83   |
| 8:05 – 8:25 p.m.<br>Paul Keener,<br>ACPWA | <b>9. Input on Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas</b>  <br><u><a href="#">09 Memo Bike Ped Plan Unincorporated Areas.pdf</a></u> – Page 87  |
| 8:25 – 8:30 p.m.<br>BPAC Members          | <b>10. BPAC Member Reports</b>  <br><u><a href="#">10 BPAC Roster.pdf</a></u> – Page 89<br><u><a href="#">10A BPAC Schedule FY11-12.pdf</a></u> – Page 91   |
| 8:30 p.m.                                 | <b>11. Meeting Adjournment</b>  |

**Next Meeting:**

Date: TBD

Time: 5:30 to 7:30 p.m.

Location: 1333 Broadway, Suite 300, Oakland, CA 94612

**Staff Liaisons:**Beth Walukas, Deputy Director of  
Planning

(510) 208-7405

[bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)Rochelle Wheeler, Countywide Bicycle and  
Pedestrian Coordinator

(510) 208-7471

[rwheeler@alamedactc.org](mailto:rwheeler@alamedactc.org)

**Location Information:** Alameda CTC is located at 1333 Broadway in Downtown Oakland at the intersection of 14<sup>th</sup> Street and Broadway. The office is just a few steps away from the City Center/12<sup>th</sup> Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14<sup>th</sup> and Broadway near Frank Ogawa Plaza (requires purchase of key card from [bikelink.org](http://bikelink.org)). There is garage parking for autos and bicycles in the City Center Garage (enter on 14<sup>th</sup> Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.org/directions.html>.

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

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



**Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes  
Thursday, October 13, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

Members:

P Midori Tabata, Chair  
P Alex Chen  
P Lucy Gigli  
P Jeremy Johansen

P Preston Jordan  
A Glenn Kirby  
P Tom Van Demark  
P Ann Welsh

Staff:

P Beth Walukas, Deputy Director of Planning  
P Tess Lengyel, Deputy Director of Policy, Public  
Affairs and Legislation  
P Vivek Bhat, Senior Transportation Engineer

P Rochelle Wheeler, Bicycle and Pedestrian  
Coordinator  
P Vida LePol, Acumen Building Enterprise, Inc.

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**1. Welcome and Introductions**

Midori Tabata, BPAC Chair, called the meeting to order at 5:38 p.m. The meeting began with introductions and a review of the meeting outcomes.

**Guests Present:** John Ackley, community member; Alicia Bucher, community member; Jim Haussener, Citizens Watchdog Committee member, (CWC); Paul Keener, Alameda County Public Works Agency; Mike Tassano, City of Pleasanton; Jim Townsend, East Bay Regional Park District

**2. Public Comment**

There were no public comments.

**3. Approval of July 26, 2011 and September 8, 2011 Minutes**

*Preston Jordan moved to approve the July 26 minutes as they appeared in the meeting packet and the September 8, 2011 minutes with the following change: Add on page 6, "... the Albany City Council approved the Draft Active Transportation Plan for environmental review." Lucy Gigli seconded the motion. The motion carried unanimously (7-0).*

**4. Input on Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas**

Paul Keener of Alameda County Public Works Agency (ACPWA) gave a presentation on the Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas. He stated that the plan includes chapters on Goals and Policies, Bicycle Network, Pedestrian Network, Safety and Education, and Implementation. The plan identifies projects that will contribute to a more bicycle- and pedestrian-friendly environment for the unincorporated areas. He stated that the unincorporated areas of Alameda County represent very diverse

environments, ranging from the populated communities of West County between the San Francisco Bay and East Bay Hills to the rural communities of East County. He said the opportunities to bicycle and walk in the unincorporated areas differ as much as the landscape.

The public release of the draft plan is tentatively scheduled for mid-October. The County will post it on their website.

The BPAC first took public comment on this item, and received the following input:

- John Ackley, Citizens Watchdog Committee (CWC) member, stated that a friend of his was killed on Fairmont Drive while bicycling this year. The road is wide and lacks bicycle lanes. He said it is exciting to see that the draft plan includes proposed bicycle lanes on this road leading from San Leandro to Castro Valley.
- Jim Haussener, CWC member, discussed the elimination of a pedestrian crossing in Castro Valley near the BART station, as a result of a County/ACTIA project. He requested that ACPWA and the Alameda CTC incorporate pedestrians in project design, instead of pedestrians being an afterthought; that pedestrian access be maintained, even during construction periods; and that any loss of pedestrian crossings should be clearly identified in a project's Environmental Impact Report.

Questions/input from the BPAC members:

- Members discussed design guidelines for bicycle facilities and wanted to know if the draft plan includes guidelines. Mr. Keener stated that there are bicycle classifications in terms of bicycle routes, bicycle lanes, and other facilities.
- A member wanted to know if there is a planned Class 2 Bicycle Lane connector from Dublin Canyon Road to the West Dublin BART Station. City of Pleasanton staff stated that this is planned, but funding is not available to build that route yet. Mr. Keener concurred and stated that the plan map will be changed to reflect that there is a proposed connector.
- A member asked if there is anything in this document that references the Complete Streets Act that the state of California passed. Mr. Keener said yes.
- A member asked if there is any coordination on bikeways with the surrounding counties. Mr. Keener said that, as part of the outreach process, all jurisdictions neighboring the unincorporated areas will receive a copy of the draft plan and will have the opportunity to comment on the plan. He also said ACPWA looked at other plans that connect to the unincorporated areas of Alameda County.
- A member asked about the Class IIIB ("wide curb lane/shoulder") designation, and whether all the roads shown with this classification have wide shoulders, or will have wide shoulders. Mr. Keener stated that in East County there is demand for pedestrian access on roadways for joggers and walkers, and that they share the road with bicycles. ACPWA is proposing to widen the shoulders in these areas. This is a costly proposition, but he believes there is demand for it. Mr. Keener said he is doing outreach in the coming months to determine the level of support.
- A member stated that in looking at map #2 (Central County), there are many proposed bikeways. Is there a prioritization policy in place? Mr. Keener stated that in



the draft plan appendices, the criteria and how the points were distributed are shown. Another section that lists the projects and the streets also shows whether the project is high, medium or low priority.

Paul said the BPAC members could mark-up their maps and give them to him, or email him their comments by December 16, 2011. He said that on October 17, ACPWA will post the upcoming public meeting dates online.

## **5. Feedback on Complete Streets Checklist**

Rochelle Wheeler introduced the Complete Streets checklist item, and Vivek Bhat provided further background information. Ms. Wheeler stated that one of the roles of the BPAC is to review the Metropolitan Transportation Commission (MTC) Complete Streets checklists for Alameda County projects that receive funding through MTC. She said each time a funding cycle occurs, projects are required to complete and submit a checklist, as well as post it online. The BPACs around the regions are requested to review these project checklists.

The most recent funding cycle is the 2012 State Transportation Improvement Program (STIP). The Alameda CTC is recommending that in Alameda County, 13 projects receive \$29.5 million. These projects are listed in the agenda packet attachment. Ms. Wheeler asked members to provide comment in the meeting and to email their written comments to her by 5 p.m. on October 17, 2011.

Questions/feedback from the members:

- A member wants to know how to find more detailed descriptions of these projects. Staff stated that further information can be emailed to BPAC members, upon request, and also that, in the future, they can request project sponsors to include a link to more information about the project in their checklist form.
- How do the responses to the checklist impact funding? Why are they not a criteria for funding? Staff stated that, right now, the content of the checklist does not impact MTC funding decisions. However, by filling out the checklist, project sponsor awareness of complete streets is raised. Also, getting the word out to BPACs means that more eyes are on the project, which can improve the project design. Staff stated that they will invite MTC staff to come to a future BPAC meeting to answer questions about the use and impact of the checklists.

## **6. Update on CDF Grant Projects: Sponsor Presentations**

### **A. City of Pleasanton Pedestrian and Bicycle Plan**

Mike Tassano, the City Traffic Engineer for the City of Pleasanton, gave a presentation on the City of Pleasanton's Pedestrian and Bicycle Plan, completed in 2010 with Measure B Bicycle and Pedestrian Countywide Discretionary Fund monies. He gave a brief description of why the City felt a plan was important, what they could have done better in the plan, and how they will implement it in the near future. The Pedestrian and Bicycle Master Plan provides a guide for future improvements and includes prioritized lists of projects, and design guidelines. The completed master plan is assisting Pleasanton in competing for grant funding for future pedestrian and bicycle improvements. The top three City capital priorities

from the plan are the Iron Horse Trail, Foothill Boulevard and pedestrian improvements at Stoneridge Mall.

Questions/feedback from the members:

- A member asked about the bicycle and pedestrian connections from Pleasanton to West Dublin/Pleasanton BART station. Mr. Tassano stated that the connector is not yet on the map, because it's a new improvement being developed. They intend to create bicycle access through the Stoneridge mall to BART and add a new overcrossing, once funding is secured.
- Members expressed concerns about the lack of bicycle and pedestrian access to the West Dublin/Pleasanton BART Station. Mr. Tassano stated that BART built the station without putting in a crosswalk on the Pleasanton side, and that the City is working on adding one to access the station, and also making other bicycle access improvements.
- Members stated that the design guidelines should show the parking lane width and bicycle lane width, and pointed out an error on page 8-9 for the bike lane description. Mike stated that he will flag that and have it corrected.
- Members asked that the definition of a bicycle route be included, and if the City's plan specifies the pedestrian sidewalk width requirements. Mr. Tassano said yes, they have recommendations in the appendix on the sidewalk width; it is a 5-foot minimum.
- A member asked for web links to all of the local master plans in Alameda County. Staff stated that Alameda CTC has this on its website, and that staff updates the list approximately every six months. Staff will send the link to all members. Alameda CTC also has a list of all the BPACs in the county and a link to all of the bike/ped coordinators in the county.
- One member asked for links to all pedestrian and bicycle maps in the county, too. Staff stated that they would create this list.

#### **B. East Bay Regional Parks District: Iron Horse Trail Feasibility Study**

Jim Townsend of the East Bay Regional Park District (EBRPD) gave a presentation on the Iron Horse Trail Feasibility Study project. The project received \$25,000 in Measure B grant funds to use towards a feasibility study to complete the Iron Horse Trail from the Dublin BART Station to the existing trail at Santa Rita Road, which was constructed with previous funding from the Alameda CTC about four or five years ago. The Study was completed in January 2011 and adopted by the City of Pleasanton in February 2011. The Park District subsequently secured \$2.5 million to construct the project in TIGER II funds, and with \$1.5 million in EBRPD Bond measure funds, will be able to construct the project in the next few years.

Questions/input from the members:

- One BPAC member asked about the access through the BART station and how the issue was resolved. Mr. Townsend explained that EBRPD was unable to reach an agreement with BART to allow bicycle access through the station, and therefore the construction project will begin at the City property. He said that EBRPD will continue to work with BART to resolve this issue.

## **7. Input on Draft Countywide Transportation Plan and Transportation Expenditure Plan**

Ms. Walukas gave a presentation on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and also described the regional planning activities, and how the Countywide Bicycle and Pedestrian Plan updates fit in to that process. The Countywide Bicycle and Pedestrian Plans are a subset of the CWTP. The CWTP-TEP Steering Committee released its administrative draft of the CWTP in September and approved the TEP parameters. Discussions about the TEP will begin in October. Alameda CTC is preparing for the next round of outreach to the community advisory groups and the public, which will be focused on the TEP.

Questions/input from the members and staff responses:

- Are all three plans available now in a draft form? Staff stated that the administrative CWTP is online, and hardcopies were mailed out to BPAC members. The Alameda CTC plans to release the draft Countywide Bicycle and Pedestrian Plans in March 2012. Alameda CTC plans to release the draft TEP in November 2011.
- Will the outreach meetings in October and November be similar to the Spring meetings? Staff replied that they will be much more detailed and focused on the TEP.
- What amount of the \$6.8 billion of county funding is from the transportation sales tax? Staff stated that the \$6.8 billion includes federal and state funds, Vehicle Registration Fee (VRF) funds, as well as the transportation half-cent sales tax, assuming an extension of the half cent tax from 2023 to 2040. The local sales tax is about two-thirds of the \$6.8 billion. If the tax is augmented, we will have to go back and amend the CWTP. This is why it is important to include the vision capital projects and all categories of programs - so that we can know how to allocate new funds.
- What is the CWTP timeframe? How much is allocated for the bicycle and pedestrian program? Staff stated that we have \$6.8 billion of discretionary funds from 2013 to 2040, which includes the Measure B sales tax funding. \$475 million is included for the Bicycle and Pedestrian Program under the "program" category. In addition, some capital projects are listed, including the completion of the major trails, and some bike/ped bridges, which have additional funding.
- A member said he is not clear on what aspects are being approved or established in May. Staff stated that the CWTP recommends a certain amount of capital projects for funding, including the bike/ped trails and some bridges. In addition to that, it recommends the \$475 million for funding the Countywide Bicycle and Pedestrian Plans, which will be spent according to how those plans prioritize projects and programs, and measure programs.

- A member asked what is the current percentage of funding in Measure B for bike/ped, and what is being proposed for the TEP? Staff stated the current percentage is 5% of the Measure B. The current TEP proposal is 7 percent, but that could change. Also, these percentages do not include other capital project and programmatic funds that are dedicated to bike/ped, or are flexible and could be used for bike/ped projects and programs.
- Does Alameda County have a gas tax? Staff stated that the state and federal governments collect a gas tax, but not the county. The state has given MTC the authorization to go to voters and ask for a regional gas tax. Alameda County does not have that authority, but we do have the vehicle registration fee.
- What percentage of the CWTP funding is for new roadways and for maintenance of roadways? Staff stated that we have not developed those percentages for the CWTP, but a lot of the programmatic funds in the CWTP will go to maintenance and operations. When considering highway projects, Alameda CTC is not building new highways - we are making sure that the highways are efficient. We are making interchange improvements, providing better access, adding high-occupancy vehicle lanes. We are improving what we have, providing connections, and closing gaps.
- A member stated that the agency should make it clear how the current workshops are different from previous ones. Staff stated that the previous toolkits brought to BPAC in the Spring were about transportation needs around the county. The focus now is the priority for the TEP, a 30-year plan, which is different than the CWTP, which is updated every four years.
- A member asked about the date the TEP would be on the ballot. Staff stated that we are looking at putting the TEP on the ballot for November 6, 2012. The governor has signed legislation allowing an increased level of sales tax in the county for 2012 only, which will give us one shot for this to pass.

Staff reviewed the dates for the upcoming public workshops. The workshops are for people to tell us about their transportation priorities. Staff handed out and described the Toolkit, which allows BPAC members to facilitate a group of people to fill out the form and say what type of transportation they use and their priorities. Staff requested that BPAC members take this Toolkit to groups in which they participate and return the forms by November 2, 2011. A questionnaire is also available online for people to complete. Staff acknowledged that this is a quick process for gathering input. The input will be used to draft the TEP.

Staff requested written comments on the CWTP within two weeks, by October 21, 2011.

## **8. Input on Bicycle and Pedestrian Implementing Guidelines**

Ms. Lengyel stated that Alameda CTC is in the process of developing a new Master Programs Funding Agreement (MPFA) with every agency or jurisdiction that receives Measure B or Vehicle Registration Fee funds. The new Implementation Guidelines will guide how agencies/jurisdictions can use those funds, and are designed to be more easily updated and refined than the MPFA's. She explained that Alameda CTC has developed policies that will be in the MPFA regarding capital funds reserves, operating fund reserves, and an undesignated reserve for projects that may come up in a particular year.

Ms. Lengyel said staff is bringing the draft agreements and implementation guidelines to the Commission for review in October 2011, with the aim of receiving final approval of the MPFA and Implementation Guidelines for each fund program in December and fully executing the MPFAs by February/March 2012.

Questions/input from the members and staff responses:

- For the requirement to spend funds within three years, when does the timeline start and is it for all dollars or specific projects? Staff stated it would be tracked by the project, and that the timeline starts once that project is identified.
- What is the history of the City of Oakland's pass-through funding expenditures? Staff said that the Citizens Watchdog Committee (CWC) asked Oakland (and Fremont) to explain why their fund reserves were as large as the amount of funds they collect each year, especially given the huge needs in each city. Oakland came to the meeting and listed the projects they have planned and that they will spend down those pass-through funds in a few years. The new reserves fund policy will allow easier tracking of planned projects as the local agencies will be required to submit a list of projects on which to spend the funds and commit to a timeline.
- When is prior approval of pass-through funding required? Staff stated that this is required for all bike/ped pass-through funds.
- A member was struck by how much pass-through funding goes towards pedestrian projects and asked what the percentage is. Staff stated that about 60% of the funds go to pedestrian-only projects, and another 20% typically is for multi-use pathway projects which benefit both bicyclists and pedestrians.
- A member again noted his request to identify how cities in Alameda County are paying for sidewalk repairs, and what amounts property owners much pay. This would be useful information for the cities to see.

Staff requested written comments on the Implementation Guidelines within two weeks, by October 21, 2011.

#### **9. Update on Countywide Pedestrian and Bicycle Plan Updates**

Ms. Wheeler stated that plans update consultant is drafting the Implementation Chapters, which will be the next chapters of the countywide bicycle and pedestrian plans. They will provide the total cost to implement priority projects in the plans, identify revenue sources available for the next 28 years, and will identify the needed steps for implementing the plans over the next four years. Members will receive these draft chapters at their next meeting. Alameda CTC anticipates releasing the draft plan in March 2012.

**10. Board Actions/Staff Reports****A. Summary Report of Local Pass-through (75%) Bike/Ped Expenditures for Fiscal Year 2009-2010**

Ms. Wheeler said that BPAC members could review this summary, the Item 10A handout.

She also mentioned the following upcoming outreach opportunities:

- Alameda CTC is hosting the North County Transportation Forum at the Alameda CTC offices on October 20. She urged all members to attend.
- She and Krystle Pasco will attend PedalFest at Jack London Square on October 22, and all BPAC members are invited to attend this outreach event. Volunteers are welcome to perform outreach about the bicycle and pedestrian program at the table for half an hour, or more. She requested that those interested send Ms. Pasco an email about when they would like to participate.

**11. BPAC Member Reports**

No BPAC members gave reports at this time.

**12. Meeting Adjournment**

The meeting adjourned at 8:33 p.m. The next meeting will be in November 2011. Staff has not determined the date yet.



## Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 20-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

**Steering Committee:** Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)

**Technical Advisory Working Group (TAWG):** Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education.

*continued*

The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, [ssuthanthira@alamedactc.org](mailto:ssuthanthira@alamedactc.org)

**Community Advisory Working Group (CAWG):** Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)
- Diane Stark, Senior Transportation Planner, (510) 208-7410, [dstark@alamedactc.org](mailto:dstark@alamedactc.org)





## Memorandum

**DATE:** November 22, 2011

**TO:** Alameda County Technical Advisory Committee (ACTAC)

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

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

### Recommendation

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

### Summary

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

### Discussion

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

### December 2011 Update:

This report focuses on the month of December 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 Attachments B and C, respectively. Highlights at the regional level include release of draft Project Performance and Targets Assessment results. At the county level, highlights include a the development of a draft list of TEP programs and projects, a summary of outreach and polling efforts on the TEP conducted in October 2011 and the release of the performance evaluation results for the second draft CWTP.

### 1) SCS/RTP

MTC released draft results of the project performance and targets assessment and is anticipated to release the draft scenario analysis results in mid-December. ABAG continued work on the One Bay Area Alternative Land Use Scenarios and a comment letter is being prepared by Alameda CTC staff and will be distributed to the Commission when it is available.

### 2) CWTP-TEP

In October, presentations on the administrative draft CWTP and TEP parameters were made to the advisory committees and working groups. The administrative draft CWTP is found on the Alameda CTC website at [http://www.alamedactc.org/app\\_pages/view/3070](http://www.alamedactc.org/app_pages/view/3070). In addition, extensive public outreach and a second poll on the CWTP and TEP occurred in October and early November to gather input on what projects and programs should be included in the TEP. Results were presented to the Community and Technical Advisory Working Groups and the Steering Committee in November. Based on this outreach and on the administrative draft CWTP, a draft TEP was developed and will be presented to the Steering Committee on December 1, 2011, the CAWG/TAWG on December 8, 2011 and the full Commission on December 16, 2011.

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

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	Typically the 4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC offices	December 1, 2011 January 27, 2012
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	December 8, 2011 January 12, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 <sup>st</sup> Thursday of the month, 2:30 p.m. Location: Alameda CTC	December 8, 2011 January 12, 2012*  Note: The December and January CAWG meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	December 16, 2011 (rescheduled from December 6)  January 3, 2012
SCS/RTP Equity Working Group	2 <sup>nd</sup> Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	December 14, 2011 January 11, 2012
SCS Housing Methodology Committee	Typically the 4 <sup>th</sup> Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 <sup>th</sup> Floor, San Francisco	February 23, 2012
Alameda CTC Board Retreat	Time and Location 8:30 a.m. Newark	December 16, 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:	OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities  
(December 2011 through February 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the December 2011 through February 2012 time period, the CWTP-TEP Committees will be focusing on:

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

Regional Planning Efforts (RTP-SCS)

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

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

- Conducting a scenario analysis of five land use options and two transportation network;
- Releasing the results of the scenario analysis;
- Providing comment on project performance and target assessment released in November 2011;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; 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

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Draft CWTP and TEP Released: December 2011/January 2012

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

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

Countywide Transportation Plan and Transportation Expenditure Plan  
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

2011												FY2011-2012		2011																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs				Performance measures, 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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							



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 Transportation Plan																	
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013		Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan										Release Draft SCS/RTP for review			

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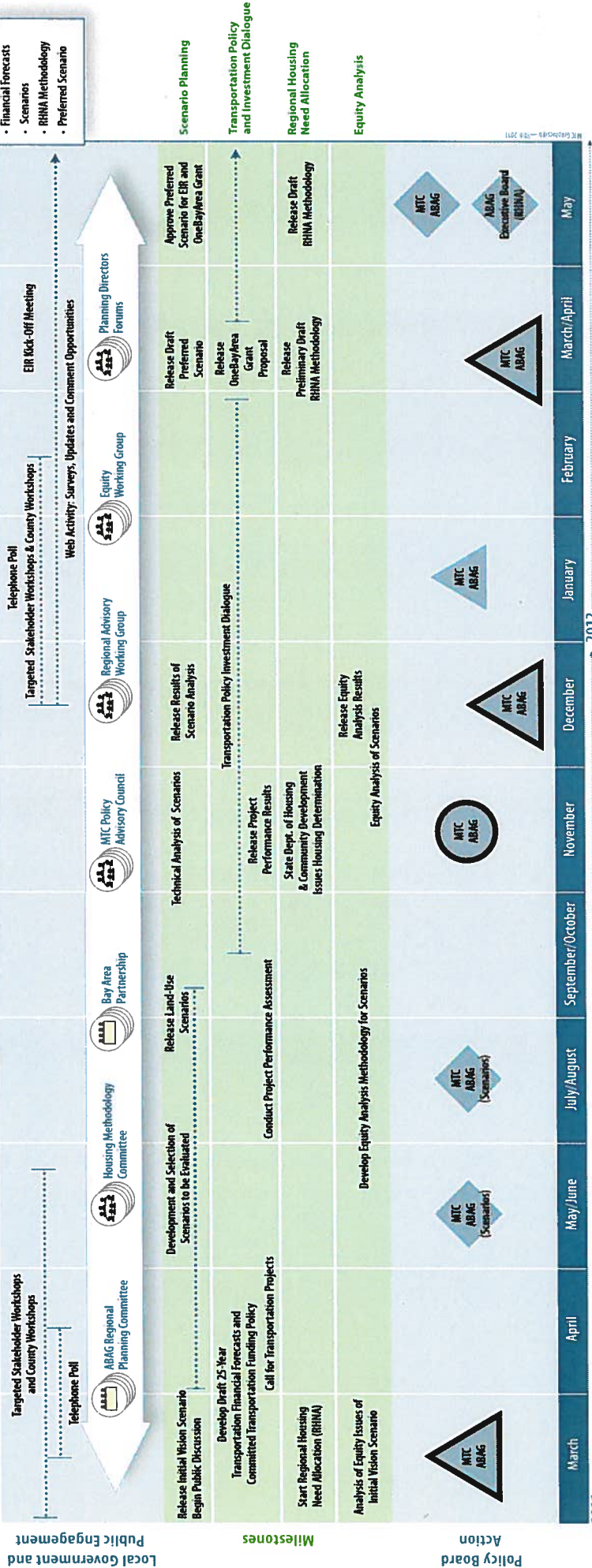
# BayArea Plan

## Plan Bay Area Planning Process: Phase 2 Detail\*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

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



\*Subject to change

ABAG - ABAG Administrative Committee

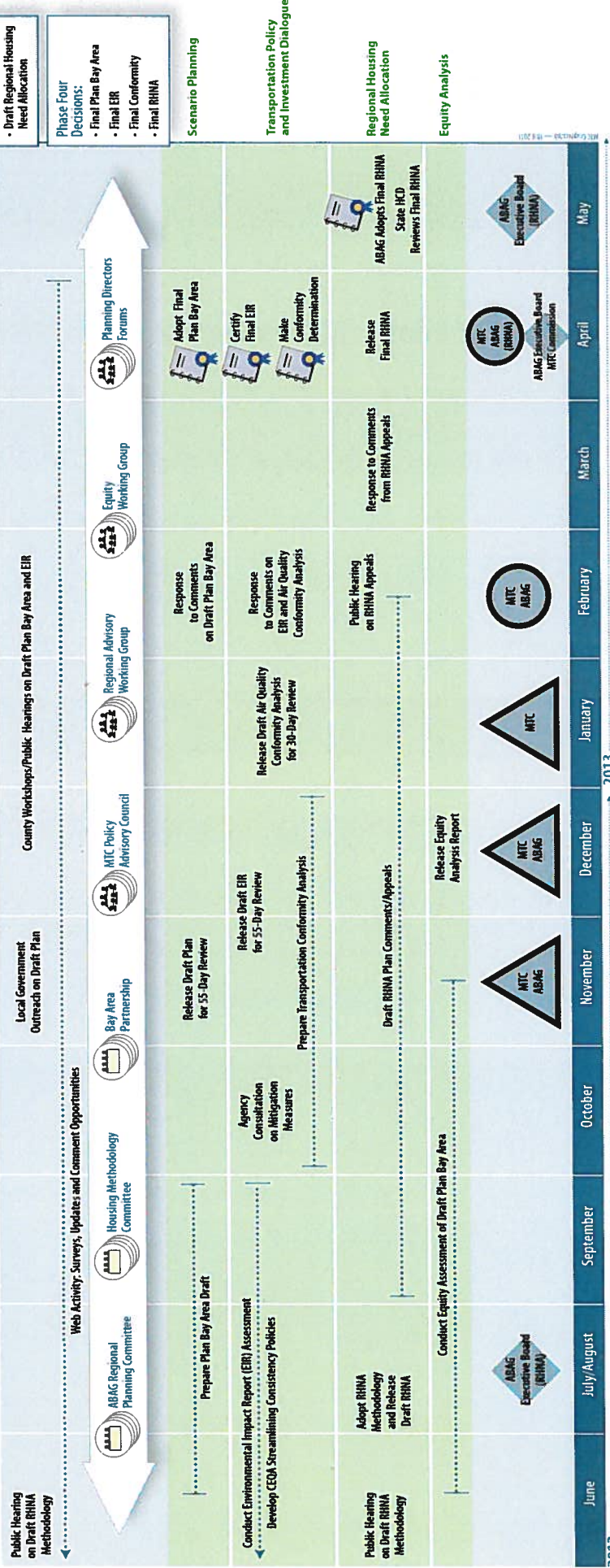
MTC - MTC Planning Committee

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

Revised October 2011

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

Phase 4: Plan Adoption



Local Government and Public Engagement

Milestones

Policy Board Action

\*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

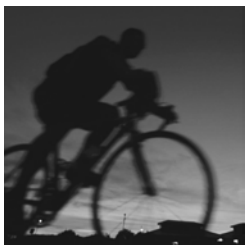
JOINT document release by MTC-ABAG and MTC

ABAG - ABAG Administrative Committee MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)



# ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Second Draft

December 2011

# ACKNOWLEDGEMENTS

## **ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS**

Supervisor Scott Haggerty,\* Alameda County, District 1  
Supervisor Nadia Lockyer, Alameda County, District 2  
Supervisor Wilma Chan, Alameda County, District 3  
Supervisor Nate Miley,\*Alameda County, District 4  
Supervisor Keith Carson, Alameda County, District 5  
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Mayor Farid Javandel, City of Albany  
Councilmember Laurie Capitelli, City of Berkeley  
Mayor Tim Sbranti,\* City of Dublin  
Councilmember Ruth Atkin,\* City of Emeryville  
Vice Mayor Suzanne Chan,\* City of Fremont  
Councilmember Olden Henson,\* City of Hayward  
Mayor John Marchand, City of Livermore  
Former Mayor Marshall Kamena,\* City of Livermore  
Councilmember Luis Freitas,\* City of Newark  
Councilmember Larry Reid,\* City of Oakland  
Councilmember Rebecca Kaplan,\* City of Oakland  
Vice Mayor John Chiang, City of Piedmont  
Mayor Jennifer Hosterman,\* City of Pleasanton  
Councilmember Joyce Starosciak,\*  
City of San Leandro

Mayor Mark Green,\* City of Union City  
Director Greg Harper,\*AC Transit  
Director Tom Blalock,\* BART  
Councilmember Kriss Worthington,\* City of Berkeley  
(Steering Committee Only)

*\*Steering Committee Members*

## **COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS**

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Working Group  
Earl Hamlin, League of Women Voters

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Board of Education  
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Chamber of Commerce  
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# ACKNOWLEDGEMENTS

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Bruce Williams, City of Oakland  
Stephen Yokoi, Caltrans  
Karl Zabel, Hayward Area Recreation and Park District  
(HARD)

## **ALAMEDA CTC STAFF**

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Beth Walukas, Deputy Director of Planning

## **CONSULTANTS**

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Nancy Whelan Consulting  
MIG, Inc.  
Eisen | Letunic  
Community Design + Architecture

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## APPENDICES

A. Full List of TEP Investments by Mode





# BACKGROUND AND SUMMARY

## FULFILLING THE PROMISE TO VOTERS

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

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

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

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the

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

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

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

## STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

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

## BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

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

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

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

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

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

## HOW THIS PLAN WAS DEVELOPED

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

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

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

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

## VISION AND GOALS

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

*Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.*

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

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

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

### **TAXPAYER SAFEGUARDS**

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

### **Local Funds Spent Locally**

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

## WHAT DOES THE EXPENDITURE PLAN FUND?

**Table 1**      **Summary of Investments by Mode**

<b>Mode</b>	<b>Funds Allocated</b>
<b>Transit &amp; Specialized Transit (45%)</b>	<b>\$3,499</b>
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,625
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements and High Speed Rail Connections	\$355
<b>Local Streets &amp; Roads (30%)</b>	<b>\$2,348</b>
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
<b>Highway Efficiency &amp; Freight (9%)</b>	<b>\$677</b>
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
<b>Bicycle and Pedestrian Infrastructure and Safety (8%)</b>	<b>\$651</b>
<b>Sustainable Land Use &amp; Transportation (7%)</b>	<b>\$532</b>
Priority Development Area (PDA) / Transit-Oriented Development (TOD)	\$300
Infrastructure Investments	\$232
Sustainable Transportation Linkages Program	\$232
<b>Technology, Innovation, and Development (1%)</b>	<b>\$77</b>
<b>TOTAL NEW NET FUNDING (2013-42)</b>	<b>\$7,786</b>





# TRANSPORTATION INVESTMENTS

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

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

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

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local

jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

## **PUBLIC TRANSIT AND SPECIALIZED TRANSIT (45%)**

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

## **LOCAL STREETS AND ROADS (30%)**

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

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

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

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

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

### **BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)**

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

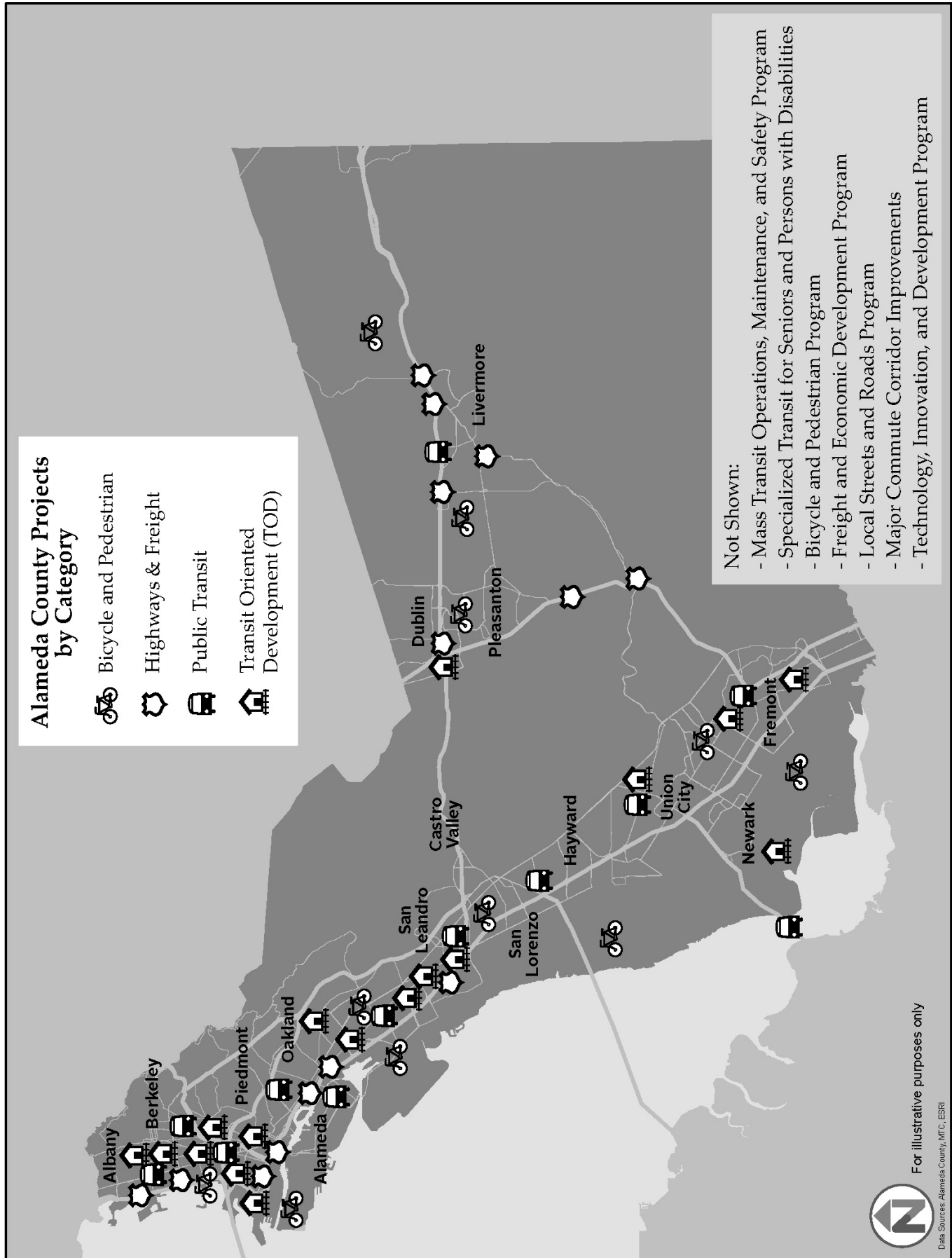
### **SUSTAINABLE TRANSPORTATION, LAND USE LINKAGES AND TECHNOLOGY (8%)**

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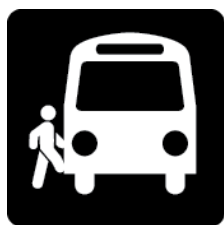
Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting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

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





# PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 45% of net revenue from this tax will be dedicated to public transit systems. Major capital investments include upgrades to the existing BART system and

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

## TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (21% OF NET REVENUE, \$1,625 M)

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

The proposed Transit Operations program has two primary components:

- **Pass-through funds (18.25% of net proceeds estimated at \$1,412 M)** which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority

(LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) \$Millions
AC Transit	16.0%	\$1,238
ACE	1.0%	\$77
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
<b>Total Transit Operations</b>	<b>18.25%</b>	<b>\$1,412</b>

- **Access to School Pilot Program, (\$15 million)** for the purposes of funding one of or more models for a student transit pass program or other programs focused on access to schools. The 3-year pilot program would be designed to account for geographic differences within the county. Successful models determined through the pilot program will have the first call for funding within the innovative grant program, as described below.
- **Innovative grant funds administered by the Alameda CTC, including potential student transportation programs, (2.54% of net proceeds estimated at \$198 million)** for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful access to school programs will have the first priority for funding within this category.

Funds will be periodically distributed, based upon Alameda CTC Board action, to transit operators who propose projects with proven ability to accomplish the goals listed below:

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

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

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

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

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

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
  - AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
  - BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at \$232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and

persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark.
- East County – including the cities of Livermore, Dublin and Pleasanton and unincorporated areas.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

- **Funds administered by Alameda CTC (1% of net revenue, estimated at \$77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC Board to jurisdictions and community based organizations who propose projects with proven ability to:
  - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
  - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
  - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
  - Improve the efficiency and effectiveness of ADA-mandated and local services.

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

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

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

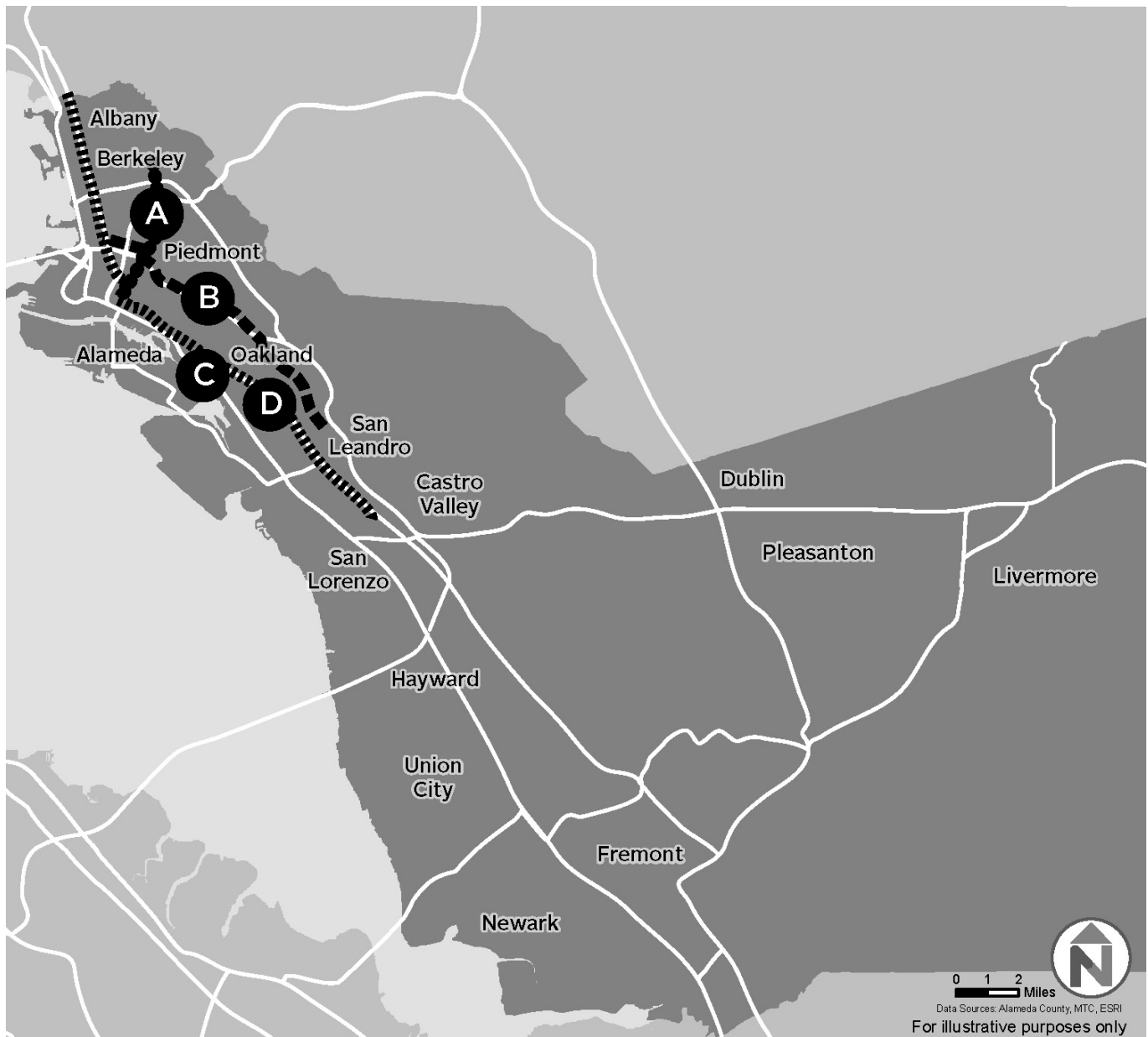
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

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

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

## **College/Broadway Corridor Transit Priority and Broadway Streetcar (\$10 M)**

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor. Funds may be used to develop a local streetcar corridor on Broadway in downtown Oakland, connecting Jack London Square, downtown Oakland and Grand Avenue development areas.



- |   |   |
|---|---|
| <p><b>A</b> — College/Broadway Corridor:<br/>Transit Priority and Broadway Streetcar</p> <p><b>B</b> — AC Transit Grand Macarthur<br/>Bus Rapid Transit</p> | <p><b>C</b> — City of Alameda to Fruitvale<br/>BART Bus Rapid Transit</p> <p><b>D</b> — AC Transit East Bay Bus<br/>Rapid Transit Project</p> |
|---|---|

**Not Shown:**

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

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

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

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

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

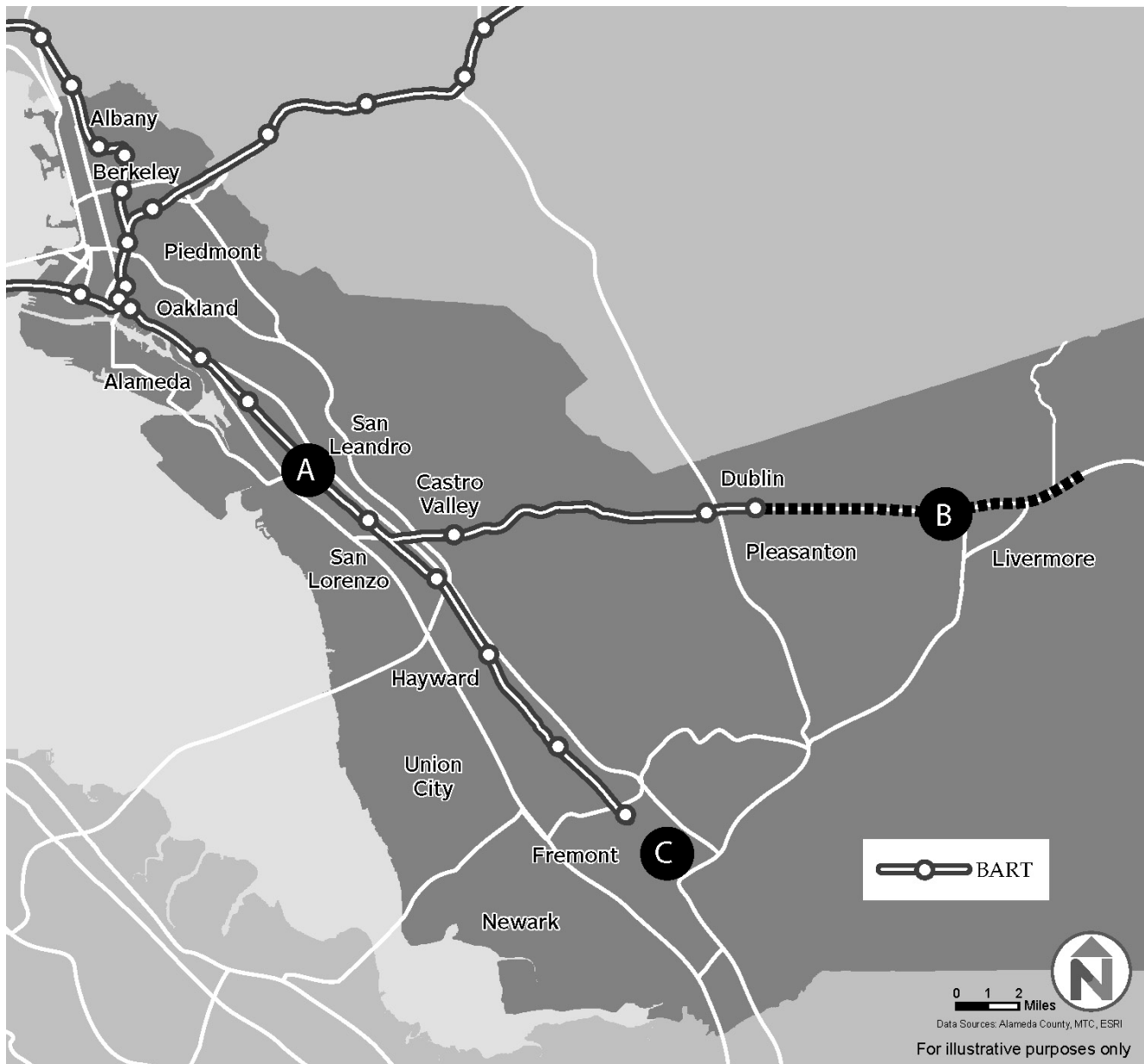
### **BART Core System Capacity Enhancements (\$310 M)**

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

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

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

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

**BART INVESTMENTS**

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

**Not Shown:**

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

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

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

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

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

The project involves repairing and upgrading damaged rail bridges and tracks spanning the bay between Redwood City and Newark, improving existing tracks and signal controls, constructing new passenger rail stations, upgrading existing stations, and constructing a new layover facility. A total of \$120 M is included for the first phase of this system which includes bus transit services across the bridge prior to rail implementation.

The project also includes \$75 M for the development of a new multimodal rail station in Union City, serving both BART and Dumbarton Rail passengers.

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

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

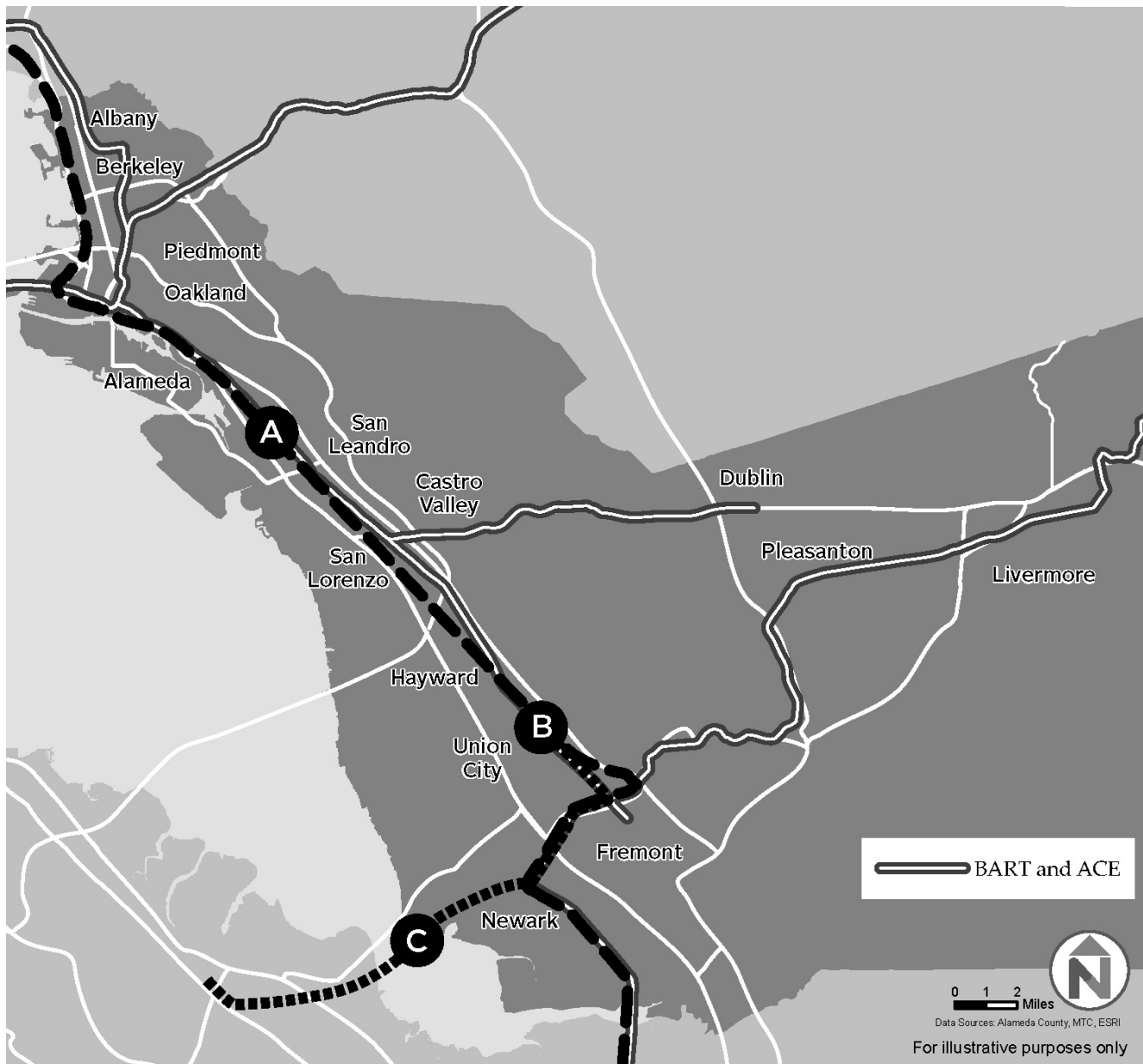
### **Railroad Corridor Track Improvements and Right of Way Preservation (\$120 M)**

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes

as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.



## REGIONAL RAIL INVESTMENTS



- A** Capitol Corridor Service Expansion — — — — —
- B** Union City Passenger Rail Station
- C** Dumbarton Rail Corridor Phase I .....

Not Shown:

- Freight Railroad Corridor Right of Way Preservation and Track Improvements

# LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

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

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

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

considered in the development of the local road system.

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

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

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

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

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

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

**South County Major Roadways:** East-west connector in North Fremont and Union City, I-680-880 Cross Connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84

in Fremont; Central Ave overpass and Thornton Ave widening; Newark local streets

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

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

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



## Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, and East 14th St.
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets.
- South County:** Central Ave Overpass, Mowry Ave, Thornton Ave widening, East-West Connector, I-680/880 cross connectors, Fremont Blvd, Central Ave Overpass, Newark local streets, and Route 84.
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

# HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

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

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

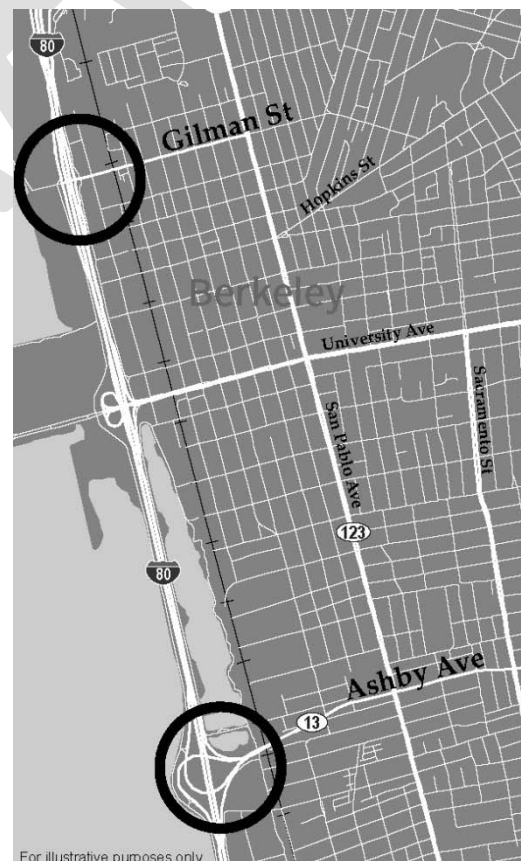
## I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

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

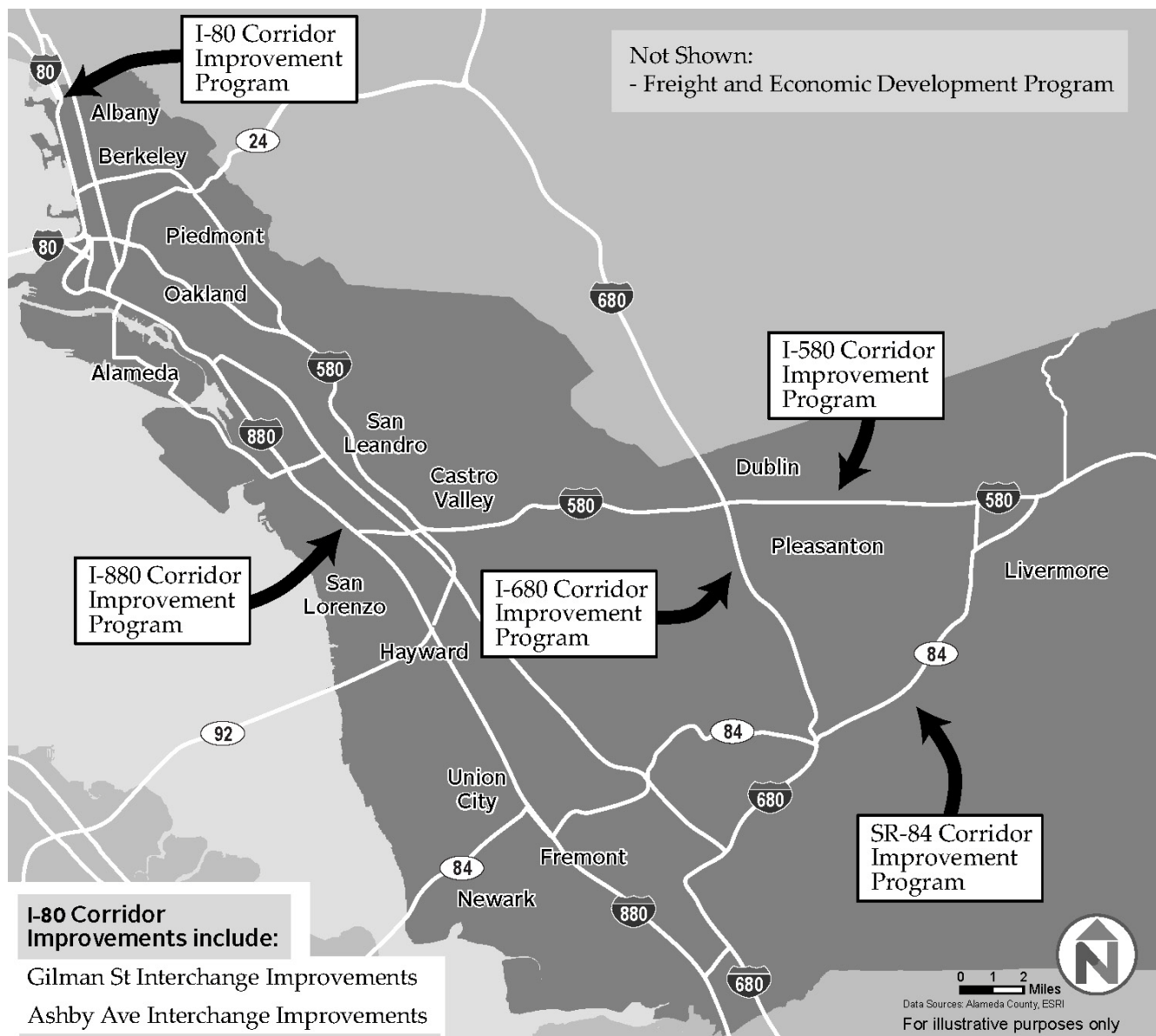
will improve conditions for all modes in both Emeryville and Berkeley.

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

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



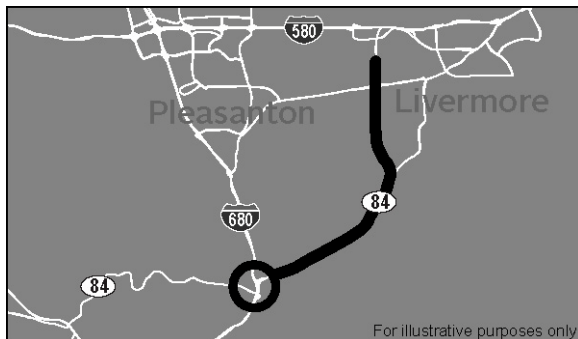
For illustrative purposes only





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

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



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

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



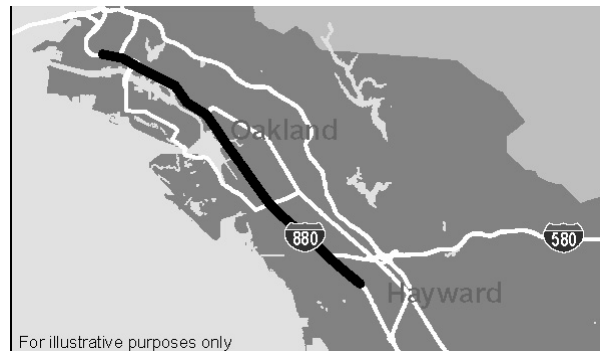
### I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

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



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

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



Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at the I-880/I-980 interchange, and transit and bike and

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

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

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

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

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

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

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



# BICYCLE AND PEDESTRIAN INVESTMENTS



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

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

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

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

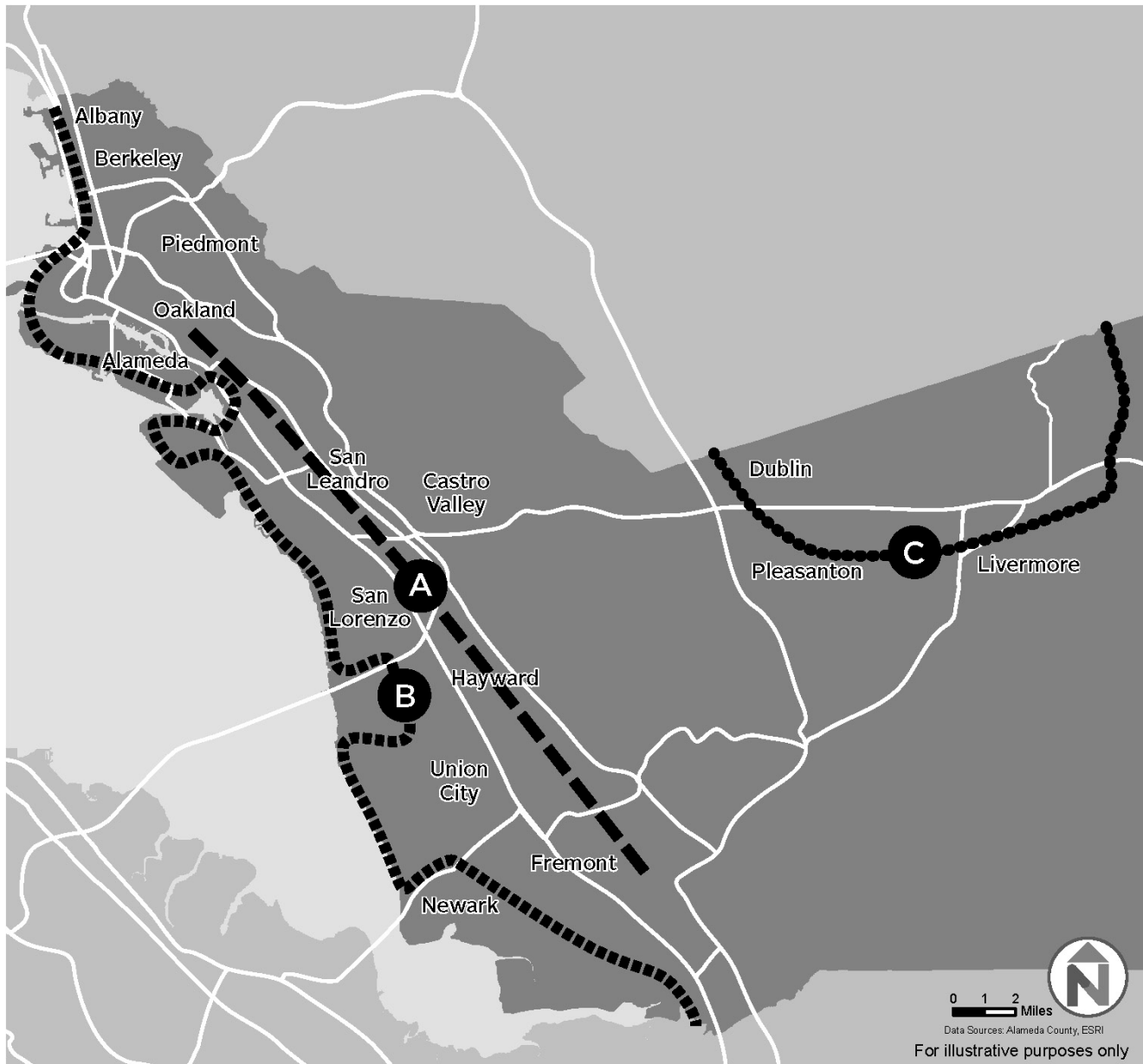
This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating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

the construction and maintenance of the three major trails, as well as local connectors and access routes.

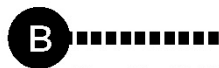
## LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, \$387 M)

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

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



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



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



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

## Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

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

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

# INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 7% of net revenue or about \$532 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

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

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

### North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19<sup>th</sup> Street Station Area

- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

### Central County Station Areas and Priority Development Areas

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

### South County Station Areas and Priority Development Areas

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

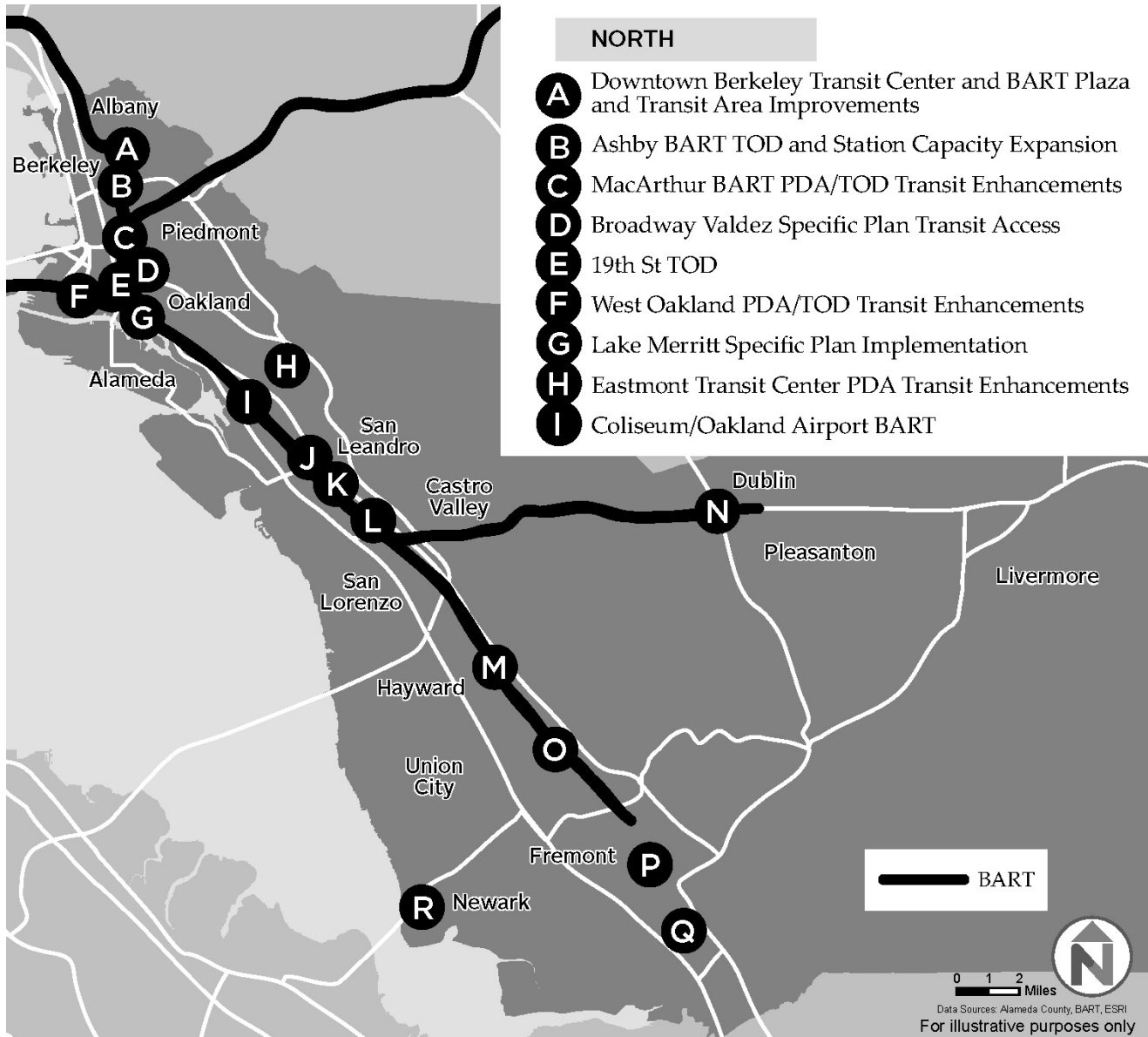
### East County Station Areas

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

## SUSTAINABLE TRANSPORTATION LINKAGES PROGRAM (3% OF NET REVENUE, \$232 M)

Three percent (3.0%, estimated at \$232 M) of the net revenue are included as discretionary funds to be allocated by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

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



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

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

- EAST**
- N** West Dublin and Downtown Dublin TOD

Not Shown:

- Sustainable Transportation Linkages Program
- Technology, Innovation, and Development Program

The locations drawn on this map are eligible types of investments

- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

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

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

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

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

- Environmental mitigation for transportation projects including land banking.

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



# GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

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

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

## GOVERNING BOARD

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

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

- AC Transit
- BART

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

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

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

## INDEPENDENT WATCHDOG COMMITTEE

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

The responsibilities of this committee are:

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

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax.

Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
  - One representative from the Alameda County Taxpayer's Association
  - One representative from the Sierra Club

- One representative from the Alameda County Labor Council
- One representative from the East Bay Economic Development Alliance
- One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- One representative from the East Bay Bicycle Coalition
- One representative from the League of Women's Voters

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

## ADVISORY COMMITTEES

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

### Alameda County Technical Advisory Committee (ACTAC)

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

### Paratransit Advisory and Planning Committee (PAPCO)

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



### **Bicycle and Pedestrian Advisory Committee (BPAC)**

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

### **Other Committees**

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

### **ANNUAL REPORTING**

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

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

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

### **FINANCING OF PROJECTS AND PROGRAMS**

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

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

### **COMPREHENSIVE PLAN UPDATES**

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

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

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

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

### **RESPONSIBILITY OF FUND RECIPIENTS**

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

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



# IMPLEMENTING GUIDELINES

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

## ADMINISTRATION OF THE PLAN

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1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. The funds may not be used for any transportation projects or programs other than those specified in this plan without an amendment of the TEP.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda

CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

4. The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.
5. **Amendments Require 2/3 Support:** To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
6. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

## COMPREHENSIVE PLAN UPDATE PROCESS

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7. **Comprehensive Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in 2013 through June 2042, and thereafter pursuant to comprehensive updates.
8. **Comprehensive Plan Update Schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.

9. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents and businesses to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.
10. A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.
11. All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

## TAXPAYER SAFEGUARDS AND AUDITS

12. **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
13. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.

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

## RESTRICTIONS ON FUNDS

15. **No Expenditures Outside of Alameda County:** No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.
16. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable.
17. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds.
18. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of local contractors and residents from Alameda County in the expenditure of these funds.
19. **Agency Commitments:** To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.

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

## MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

21. **Annual Fund Programming:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors. In addition, projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will include provisions for geographic equity in funding allocations.
22. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, funding will remain within its specific category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC Board of Directors.
23. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.



Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (45%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,238.43	16%
		ACE	\$77.40	1%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$197.85	2.54%
	Transit Program for Students and Youth	3-year Access to School Pilot Program	\$15.00	0.19%
		<b>Sub-total</b>	<b>\$1,625.43</b>	<b>21%</b>
	Specialized Transit For Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		<b>Sub-total</b>	<b>\$774.01</b>	<b>10%</b>
	Bus Transit Efficiency and Priority	Grand Macarthur BRT	\$6.00	
		City of Alameda to Fruitvale BART BRT	\$9.00	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.00	
		College/Broadway Corridor: Transit Priority + Broadway Streetcar	\$10.00	
		<b>Sub-total</b>	<b>\$35.00</b>	
	BART System Modernization and Expansion	Irvington BART Station	\$120.00	
		Bay Fair BART/BART Metro Capacity Enhancement	\$100.00	
		BART Station Modernization and Capacity Improvements	\$90.00	
		BART to Livermore Phase I	\$400.00	
		<b>Sub-total</b>	<b>\$710.00</b>	
	Regional Rail Enhancements	Dumbarton Rail Corridor Phase I	\$120.00	
		Union City Passenger Rail Station	\$75.00	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$120.00	
		Capitol Corridor Service Expansion	\$40.00	
		<b>Sub-total</b>	<b>\$355.00</b>	
	<b>TOTAL</b>		<b>\$3,499.45</b>	<b>45%</b>

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

# Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street		
		Central County Example Projects		
		Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation		
		South County Example Projects		
		East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Central Ave overpass; Thornton Ave widening; Newark LS&R		
		East County Example Projects		
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction		
		Sub-total	\$639.00	
		Freight Corridors of Countywide Significance		
		Outer Harbor Intermodal Terminal		
		7th Street Grade Separation and Roadway Improvement		
		Truck Routes serving the Port of Oakland		
		Sub-total	\$161.00	
	Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
	TOTAL		\$2,348.03	30%

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

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



Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	8%
		I-80 Ashby Interchange improvements	\$52.00	
		<b>Sub-total</b>	<b>\$76.00</b>	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		<b>Sub-total</b>	<b>\$132.00</b>	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		<b>Sub-total</b>	<b>\$48.00</b>	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.00	
		<b>Sub-total</b>	<b>\$60.00</b>	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation	\$85.0	
		<b>Sub-total</b>	<b>\$284.00</b>	
	Highway Capital Projects	<b>Sub-total</b>	<b>\$600.00</b>	
	Freight & Economic Development	Freight and economic development program	<b>\$77.40</b>	<b>1%</b>
	<b>TOTAL</b>		<b>\$677.40</b>	<b>9%</b>
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.00	3%
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	<b>TOTAL</b>		<b>\$651.0</b>	<b>8%</b>

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

## Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
<b>Sustainable Land Use &amp; Transportation (7%)</b>	<b>Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments</b>	<b>North County Example Projects*</b>		<b>4%</b>
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements		
		<b>Central County Example Projects</b>		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area		
		<b>South County Example Projects</b>		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		<b>East County Example Projects</b>		
		West Dublin and Downtown Dublin TOD		
		<b>Sub-total</b>	<b>\$300.00</b>	
	<b>Sustainable Transportation Linkages Program</b>	Sustainable Transportation Linkages Program	<b>\$232.20</b>	<b>3%</b>
	<b>TOTAL</b>		<b>\$532.20</b>	<b>7%</b>
<b>Technology (1%)</b>	<b>Technology, Innovation, and Development</b>	Technology, Innovation, and Development program	<b>\$77.40</b>	<b>1%</b>
<b>TOTAL NEW NET FUNDING (2013-42)</b>			<b>\$7,786</b>	

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

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



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## MEMORANDUM

**Date:** November 28, 2011

**To:** Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

**From:** Vivek Bhat, Senior Transportation Engineer, Alameda CTC

**Subject:** **Approval of City of Fremont's Request to Modify Scope Elements for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0020, Irvington Area Pedestrian Improvement Project.**

### Recommendations

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) approve the City of Fremont's Amendment Request to modify scope elements for the Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Agreement No. A09-0020, Irvington Area Pedestrian Improvement Project.

### Background

In 2009, as part of the last CDF grant funding cycle, the City of Fremont was awarded a grant (Agreement No. A09-0020) for the "Irvington Area Pedestrian Improvements" project to make pedestrian improvements along Fremont Boulevard between Eugene Street and Washington Boulevard, in the Irvington District. The Project was intended to improve pedestrian safety at signalized and non-signalized intersections, some of which are adjacent to bus stops. The Project was awarded \$342,000 of Measure B Countywide Discretionary Cycle 4 funds. The total project cost was originally \$400,000. Currently, the construction contract has been awarded and construction began on November 21, 2011.

For a variety of reasons, the City of Fremont has requested revisions to the original scope of work. Minor changes to the scope of work are normally reviewed and approved by Alameda CTC staff. Based on the requested revisions, this Amendment Request is being brought to the BPAC and then to the full Alameda CTC Commission, for its consideration.

The complete original scope of work, the requested scope revisions, the rationale for each request, and the complete revised scope of work, are all listed in Attachment A. With these revisions, the total cost of the project will be significantly lower than originally anticipated – \$335,000. Per the grant agreement, the Measure B funds will cover 85.5% of the total project

cost, or \$286,000. A project location map, from the original grant application, is included as Attachment B for reference purposes.

The original expiration date for this agreement of October 31, 2011 was extended to October 31, 2012 through a prior administrative amendment, to allow completion of the construction contract under the latest schedule Information.

It is recommended the BPAC approve the requested scope change amendment request.

**Attachments**

- A. Project Scope Change Details
- B. Project Location Map from Original Grant Application

Ref. #	Original Scope of Work	Requested Changes to Scope of Work	Reason For Change	Proposed Revised Scope of Work
1.	Install ADA-compliant curb ramps at six intersections along Fremont Boulevard (Eugene Street, Grimmer Boulevard, Clough Avenue, Chapel Way, Papazian Way and Washington Boulevard/Union Street.)	<p>Delete the intersection of Fremont Boulevard/Papazian Way from the project, which consisted of installing two curb ramps that satisfy Americans with Disabilities Act (ADA) requirements.</p> <p>Remove from the project scope installation of new ADA curb ramps at the intersections of Fremont Boulevard/Eugene Street and Fremont Boulevard/Grimmer Boulevard.</p> <p>Add two new curb ramps at the northeast and southeast corners of the Fremont Boulevard/James Avenue intersection to replace the Papazian Way ramps. Also, reconstruct the intersection corner radius from 30' to 20' in order to shorten pedestrian walk distance and improve curb ramp orientation.</p>	<p>New ADA ramps were installed as part of the City's Bay Street Improvement project, so this part of the project is no longer needed.</p> <p>New ADA curb ramps were installed at these intersections as part of a separate traffic signal project.</p> <p>New work added, to replace the work deleted from the scope.</p>	Install ADA compliant curb ramps at four intersections along Fremont Boulevard: Clough Ave, Chapel Way, James Avenue, and Washington Boulevard/Union Street.

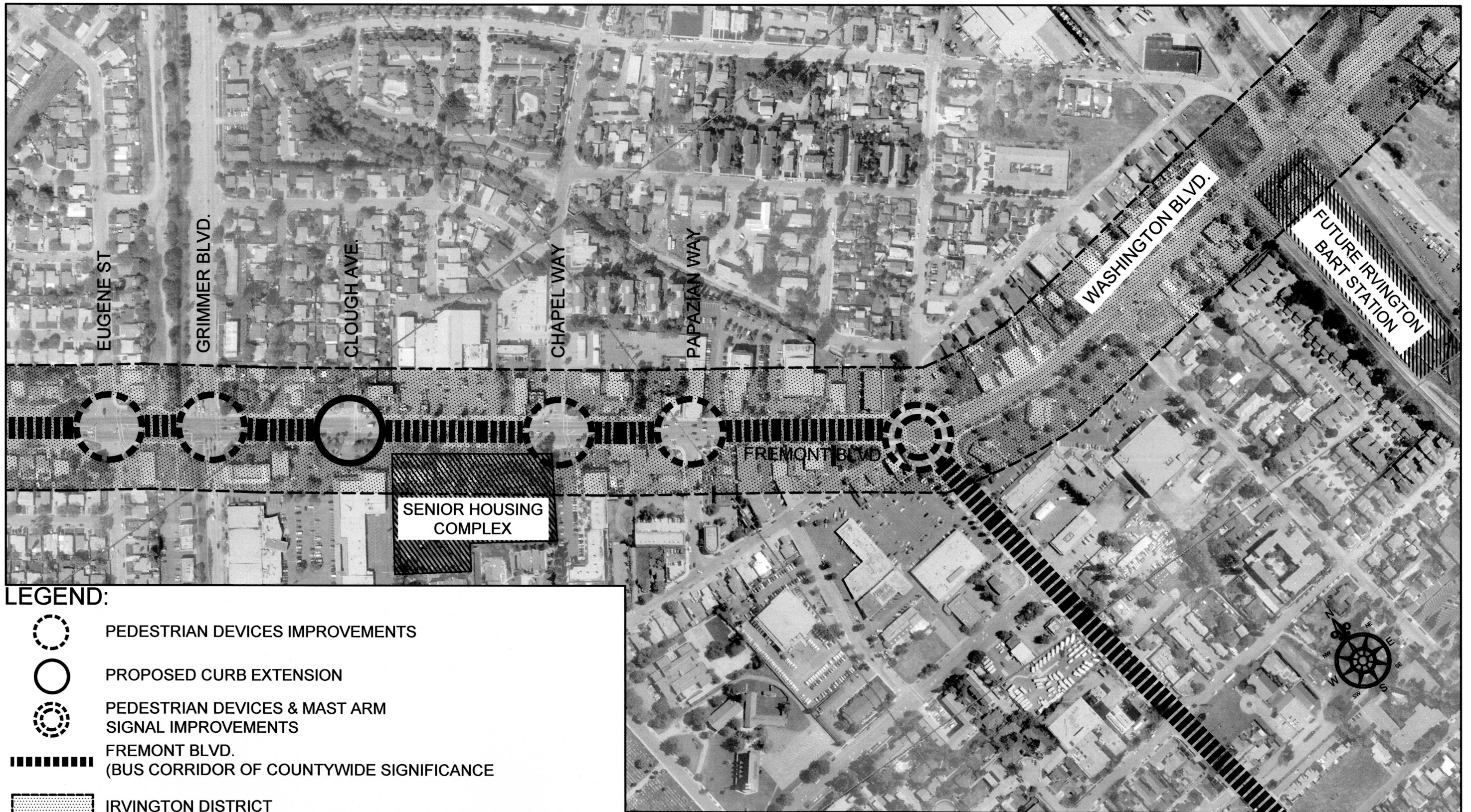
<b>Ref. #</b>	<b>Original Scope of Work</b>	<b>Requested Changes to Scope of Work</b>	<b>Reason For Change</b>	<b>Proposed Revised Scope of Work</b>
2.	Install accessible pedestrian signal devices and pedestrian countdown signals at the intersections of Fremont Boulevard and the following four intersecting streets: Eugene Street, Grimmer Boulevard, Chapel Way and Washington Boulevard/ Union Street.	Accessible pedestrian signal devices will not be installed at the intersections of Fremont Boulevard/Eugene Street and Fremont Boulevard/Grimmer Boulevard.	The reason for this change is that installing the accessible pedestrian signal device controller with the traffic signal controller/software could potentially put the intersection in "flash", causing continual operational problems that are difficult to resolve, based on past experiences. These two signalized intersections operate using a master controller, and the software designer for the controller is no longer in business. Staff believes it is prudent not to change its current operation. The City will proceed with the installation of pedestrian count-down signals as originally planned for the other two intersections.	Install accessible pedestrian signal devices and pedestrian countdown signals at the intersections of Fremont Boulevard and the following two intersecting streets: Chapel Way and Washington Boulevard/ Union Street.  Install pedestrian countdown signals at the intersections of Fremont Boulevard and the following two streets: Eugene Street, Grimmer Boulevard.
3.	At Clough Avenue, construct curb extensions, reduce corner turning radii, and add a center median on the southern leg of the crossing of Fremont Boulevard, to narrow the travel lanes and pedestrian crossing distances.	No scope change requested.	N/A	<i>Same as original.</i>

<b>Ref. #</b>	<b>Original Scope of Work</b>	<b>Requested Changes to Scope of Work</b>	<b>Reason For Change</b>	<b>Proposed Revised Scope of Work</b>
4.	At Washington Boulevard / Union Street / Fremont Boulevard, modify southbound lane configuration and signage, and install a mast arm pole right turn signal ahead to minimize vehicle right-turn-on red violations during pedestrian crossing phases. Also, adjust pedestrian push button heights and reach, to improve accessibility for people using wheelchairs.	Remove from the project scope the removal and replacement of the southbound mast arm traffic signal pole at the northwest corner of the intersection of Fremont Boulevard/Washington Boulevard/Union Street/Bay Street.	<p>The installation of a new longer mast arm traffic signal pole was originally planned in order to improve traffic signal head alignment on the mast pole with the vehicle travel lanes which includes two southbound through lanes and a separate right and left turn only lane. The new traffic signal heads would have been aligned so that the indicators were directly centered on the through lanes and right-turn-only lane helping to minimize right-turn-on-red conflicts with pedestrians at the Fremont Boulevard/Washington intersection southbound right-turn movement. The City has reconsidered the operations of this movement and has determined that the existing operations are adequate, and the traffic signal pole removal and replacement is not needed. The City's Traffic Signal Operations staff also believes the installation of a longer mast arm pole for the near side traffic signal heads could potentially block the far side traffic signal heads on the mast arm pole.</p>	At Washington Boulevard/Union Street/Fremont Boulevard, adjust pedestrian push button heights and reach, to improve accessibility for people using wheelchairs.






<b>Ref. #</b>	<b>Original Scope of Work</b>	<b>Requested Changes to Scope of Work</b>	<b>Reason For Change</b>	<b>Proposed Revised Scope of Work</b>
5.	N/A	Add to the scope of work the replacement of 60 square feet of sidewalk and a traffic signal pull box (concrete box within sidewalk area that encloses the electrical wires and conduits for the traffic signal light system) at the intersection of Fremont Boulevard/Washington Boulevard/Union Street.	The existing sidewalk area to be repaired has major crack and joint separation adjacent to the curb ramp, pull box and back of curb. The crack and joint separation poses a tripping hazard for pedestrians and the crack and joint separation will lead to water seepage further deteriorating and damaging the sidewalk. Re-construction of this sidewalk area will provide a smooth and even walking surface for pedestrians traveling through the intersection.	Replace 60 square feet of sidewalk and a traffic signal pull box at the intersection of Fremont Boulevard/Washington Boulevard/Union Street.



**IRVINGTON AREA PEDESTRIAN  
IMPROVEMENT  
CAPITAL PROJECT MAP**



# LEGEND:

-  PEDESTRIAN DEVICES IMPROVEMENTS
-  PROPOSED CURB EXTENSION
-  PEDESTRIAN DEVICES & MAST ARM SIGNAL IMPROVEMENTS
-  FREMONT BLVD.  
(BUS CORRIDOR OF COUNTYWIDE SIGNIFICANCE)
-  IRVINGTON DISTRICT  
(COUNTY PEDESTRIAN PLAN AREA OF SIGNIFICANCE)

## NOTE:

PEDESTRIAN DEVICE IMPROVEMENTS CONSISTING OF 1 OR ALL OF THE FOLLOWING, NEW CURB RAMP, PED COUNTDOWN SIGNAL, ACCESSIBLE PEDESTRIAN SIGNAL DEVICES.

2008-09 MEASURE B DISCRETIONARY GRANT APPLICATION  
IRVINGTON AREA PEDESTRIAN IMPROVEMENTS PROJECT

**Fremont** COMMUNITY DEVELOPMENT DEPARTMENT

Approved — Senior Engineer

Date

Recommended — Project Manager

Date

Designed By: RD  
Drawn By: AL  
Date: DEC. 2008  
Project No.:  
CAD File:

SHEET  
Page 76 1 OF 1



## MEMORANDUM

**Date:** December 8, 2011

**To:** Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

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

**Subject:** **Review Evaluation of Bike to Work Day and Ride into Life/Get Rolling Campaigns**

### Recommendations

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) review and provide input on the draft Bike to Work Day and *Get Rolling* Advertising Campaign Assessment Report in Attachment A.

### Summary

Attachment A, the Draft Bike to Work Day and *Get Rolling* Advertising Campaign Assessment Report, is the result of an assessment of how effective the *Get Rolling/Ride into Life* advertising campaigns and the Bike to Work Day program are in encouraging commuters to travel to work by bicycle and to bicycle more in general. The assessment was conducted per direction of the Alameda CTC Board in October 2009. The Board was seeking information to help guide decisions about whether the *Get Rolling* advertising campaign and Bike to Work Day Program should continue to be funded, and at what level, and to identify other ways to encourage commuters to bicycle to work. It is recommended that BPAC review the report and provide input on its recommendations.

### Background

In October 2009, the Alameda CTC Board approved Transportation for Clean Air (TFCA) funding to conduct a study to assess how effective the *Get Rolling* advertising campaign and the Bike to Work Day program are at encouraging commuters to travel to work by bicycle. The information from the study was intended to provide information to help guide the Board's decisions about whether the efforts should continue to be funded at the same level and to identify other ways to encourage commuters to bicycle to work, and to bicycle in general. The Board has been supporting the Bike to Work Day effort with funding since 2007. The *Get Rolling* advertising campaign was initiated in 2008, and has been implemented in every year since then. The campaign name was changed to *Ride into Life* in 2011. The Bike to Work Day effort is one of the ways that Alameda CTC encourages Alameda County residents to make trips via other



transportation modes besides driving alone in their cars. This is part of Alameda CTC's mission and legislative requirements under the Congestion Management Program and state clean air legislation (SB 375 and AB 32) to reduce traffic congestion, provide transportation choices and reduce air pollution emissions from cars.

The Assessment Report is based on two years of surveys and a comparison of Alameda CTC's Bike to Work Day program to other Bike to Work Day programs throughout the U.S. The surveys were conducted in November/December 2010 and again in June 2011. In both 2010 and 2011, a telephone survey was conducted to adult residents throughout the county and a web survey was conducted targeting bicyclists in the county. The telephone surveys reached approximately 400 adults residents each year while the web survey reached over 650 bicyclists each year. Bike to Work Day was held May of each year. The surveys were conducted at different intervals after Bike to Work Day and the advertising campaign period occurred, and therefore likely reflect differing recollections about behaviors on Bike to Work Day and memories of seeing the *Get Rolling/Ride into Life* campaign advertisements.

The beginning of the Assessment Report includes highlights of the research findings regarding Bike to Work Day, the *Get Rolling/Ride into Life* campaigns and other ways to encourage commuters and residents to travel by bicycle in Alameda County. It also includes recommendations based on these findings for the Bike to Work Day effort and *Get Rolling/Ride into Life* campaigns going forward. The Report also describes two methodologies (one for 2010 and one for 2011) for segmenting the county's adult population into groups that are most likely to bicycle, as a way to determine targeting for the Bike to Work Day and advertising campaign efforts. Finally, the Report includes detailed findings from the various surveys.

The BPAC is requested to review the Draft Report and to provide feedback, in particular on the recommendations and the targeting methodologies. These research findings and recommendations will be used to shape funding and resources applied to Bike to Work Day and the advertising campaign in 2012, and beyond, as described in Item 8 also on the December BPAC meeting agenda.

The Draft Report is also being brought to a Working Group of stakeholders for their input on December 13; their input will be reported verbally at the BPAC meeting. In January, the Draft Report will be taken to Alameda CTC's ACTAC (Alameda County Technical Advisory Committee) and the Commission's Committee, and the full Commission for their input and approval.

### Attachments

- A. Draft Bike to Work Day and Get Rolling Advertising Campaign Assessment Report (*to be mailed separately and posted online prior to the meeting*)



## MEMORANDUM

**Date:** December 8, 2011

**To:** Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

**From:** Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator  
Beth Walukas, Deputy Director of Planning

**Subject:** **Bike to Work Day 2012 Funding Request**

### Recommendations

Staff recommends that the Countywide BPAC recommend that the Alameda County Transportation Commission (Alameda CTC) authorize the use of Measure B Countywide Bicycle and Pedestrian Safety Funds (the exact dollar amount to be presented at the meeting) to contribute towards the local and regional funding for Alameda County's 2012 Bike to Work Day promotion.

### Summary

The Alameda CTC and its predecessor agencies have supported the countywide Bike to Work Day efforts for the past five years. The proposed Measure B funding would contribute toward implementing Bike to Work Day in general, and specifically the countywide advertising campaign, which has been coordinated with Bike to Work Day over the past four years and promotes bicycling for all purposes (see Attachment A for sample images of the ads over these years). Alameda CTC staff also would provide in-kind support, through staffing and existing consultant contracts, which would be dedicated primarily to the advertising campaign. The recently completed evaluation of the effectiveness of the Bike to Work Day effort and the *Get Rolling* campaign determined that both efforts are generally successful. The recommendations from this evaluation will guide improvements to the 2012 and future Bike to Work Day efforts, including the promotion of bicycling in Alameda County.

### Background

On May 10, 2012, Alameda County residents and employees will participate in the region's 18th annual Bike to Work Day event. This statewide event encourages people to bicycle to work and school, and promotes safe bicycle riding. Over the years, the event has grown to include both events and promotions on the day of Bike to Work Day, and also many events leading up to BTWD, and during the month of May.

Based on counts at energizer stations, the number of bicyclists participating in Bike to Work Day in Alameda County has been steadily increasing since 2006, as shown below:

- 4,235 cyclists in 2006
- 5,350 cyclists in 2007
- 6,682 cyclists in 2008
- Over 10,000 cyclists in 2009
- 9,799 cyclists in 2010
- 11,083 cyclists in 2011

Bike to Work Day (BTWD) 2011 and the many other events leading up to it were a success, as demonstrated by the following:

- Increases in participating bicyclists by 13% from 2010 to 2011 (as counted at energizer stations).
- For the first time, four energizer stations counted over 500 bicyclists during the morning commute.
- Increases in the number of energizer stations available to bicycle commuters throughout the East Bay from 101 in 2010, to 110 in 2011.
- Increases in sponsorship support by 26% from 2010 to 2011, amounting to \$86,700.
- Over 1200 businesses receiving materials about Bike to Work Day and the related events.
- Continuing the successful Bike to Market Day, with over 8 participating East Bay markets.
- The City of San Leandro hosting its first City Council ride on Bike to Work Day, and the City of Oakland continuing its long-standing Council ride.
- The largest Bike Away from Work Party yet, with approximately 700 cyclists.
- Continuing Bike-In Movie Nights, a popular set of events leading up to BTWD.
- Awarding the Bike-Friendly Business Awards for small, large, retail and non-retail employers.

A base amount of funding for BTWD is provided by MTC to the Bay Area Bicycle Coalition (BABC) to organize the regional Bike to Work Day activities. In turn, BABC provides funding to each County to organize county-level promotional activities such as energizer stations, the Team Bike challenge and outreach. Each county must designate a “lead agency” to be responsible for these county-level activities. In Alameda County, the East Bay Bicycle Coalition (EBBC) is the lead agency, and has received a \$10,000 stipend from BABC for organizing BTWD. EBBC organizes many safety, encouragement and fun activities to promote bicycling in the months leading up to BTWD, and on BTWD.

For the past five years, the Alameda CTC and its predecessor agencies have supported Bike to Work Day and related activities, as shown in the table below.

Year	Amount *	Agency	Source	Activities supported
2007	\$6,000	ACTIA	Measure B	Bike safety classes and outreach to minority communities
2008	\$10,000	ACTIA	Measure B	Ad campaign
2009	\$10,000	ACTIA	Measure B	Ad campaign
2010	\$20,000	ACTIA & ACCMA	Measure B & TFCA	Ad campaign
2011	\$20,000	Alameda CTC	Measure B & TFCA	Ad campaign

*\* These amounts do not include significant in-kind support through existing Alameda CTC contracts.*

For the past four years EBBC and the Alameda CTC have worked collaboratively on an advertising campaign that runs parallel with BTWD and promotes bicycling for all purposes (see ads in Attachment A). This ad campaign, now called “Ride into Life” (previously it had been called “Get Rolling”) was started in 2008, and runs for the four weeks leading up to BWTD. In past years, EBBC has raised between \$30,000 and \$68,000 for the campaign, including from local cities and businesses. These funds, plus in-kind staffing from Alameda CTC and EBBC, cover the development of the print advertising campaign, plus the purchase of ad space.

As reported in a separate item (07) on this same BPAC meeting agenda, an evaluation of the effectiveness of Bike to Work Day and the advertising campaign were conducted in 2010 and 2011, using TFCA funding. Two sets of random countywide telephone surveys and web-based surveys of BTWD participants were conducted (once in 2010 and once in 2011). Highlights of research findings from this evaluation include:

- About 70% of Alameda County adult residents have heard of Bike to Work Day.
- Between 9% and 17% of residents have participated in BTWD in the past.
- From the survey of bicyclists, 27% said that they ride their bicycles more often since participating in the Bike to Work Day, with 11% of this group saying they ride a lot more often than before.
- From 4% to 12% of residents, and about 15% of surveyed bicyclists, recalled seeing the Ride into Life ads in 2011 (one month after the ads ran).
- The vast majority of surveyed bicyclists (about 80%) understood that the ads were about encouraging bicycling, whether for everyday transportation or for Bike to Work Day.
- 60% of surveyed bicyclists felt the ads were either very or somewhat effective.

Given these results, staff recommend continuing the advertising campaign, while at the same time incorporating the wealth of information gathered from the evaluation into the 2012 (and future) bicycling advertising campaigns, as well as other Bike to Work Day activities. The recommendations, which are still being finalized, will be used to shape the images used in the campaign, the people targeted, the geographic areas targeted and the best mediums for

advertising. Initially, it appears that different messages and images may be best suited for different parts of the county, and that there is a potential to increase bicycling in the southern and eastern parts of the county, and therefore that these areas could be targeted for increased marketing.

Staff are still reviewing the *Bike to Work Day and Get Rolling Assessment Report* recommendations and also the Measure B funding amounts that are available. A recommendation for the amount of Measure B Bicycle/Pedestrian Safety funds to dedicate to Bike to Work 2012 will be brought to the BPAC meeting. The TFCA funds from the past two years have been expended and it is unlikely that additional funds will be received from this source in this upcoming funding cycle; however, staff will continue to pursue other sources of funding. Given the increasing amounts of bicycling in the county, and the potential to target specific groups of people to bicycle more often, as described in the *Assessment Report*, staff recommends continuing to fund Bike to Work Day and the ad campaign. Staff will work with EBBC to implement the recommendations in the *Assessment Report*, with the goal of a promotional program that reaches all parts of the county to increase bicycling.

The adopted 2006 Countywide Bicycle and Pedestrian Plans both identify the promotion of bicycling and walking as priorities for the county. Bike to Work Day is a regionally and statewide recognized effort with Alameda CTC as a key participant. The draft Bicycle and Pedestrian Plan updates will both also continue to include promotion as an important element of encouraging increased walking and biking in the county.

**Attachments**

- A. Get Rolling Ads from 2008 to 2011



2011 RIDE INTO LIFE ADS

Ride into **life!**

511.org

Get Rolling

BIKE TO WORK DAY  
MAY 12, 2011

Kaiser Permanente, thrive

ALAMEDA

EAST BAY BICYCLE COALITION

ALAMEDA COUNTY

iMonta hacia la **vida!**

Vamos **andando**

511.org

Kaiser Permanente, thrive

BIKE TO WORK DAY  
MAY 12, 2011

ALAMEDA

EAST BAY BICYCLE COALITION

ALAMEDA COUNTY



Ride into **life!**

Get Rolling

BIKE TO WORK DAY  
MAY 12, 2011

Kaiser Permanente, thrive

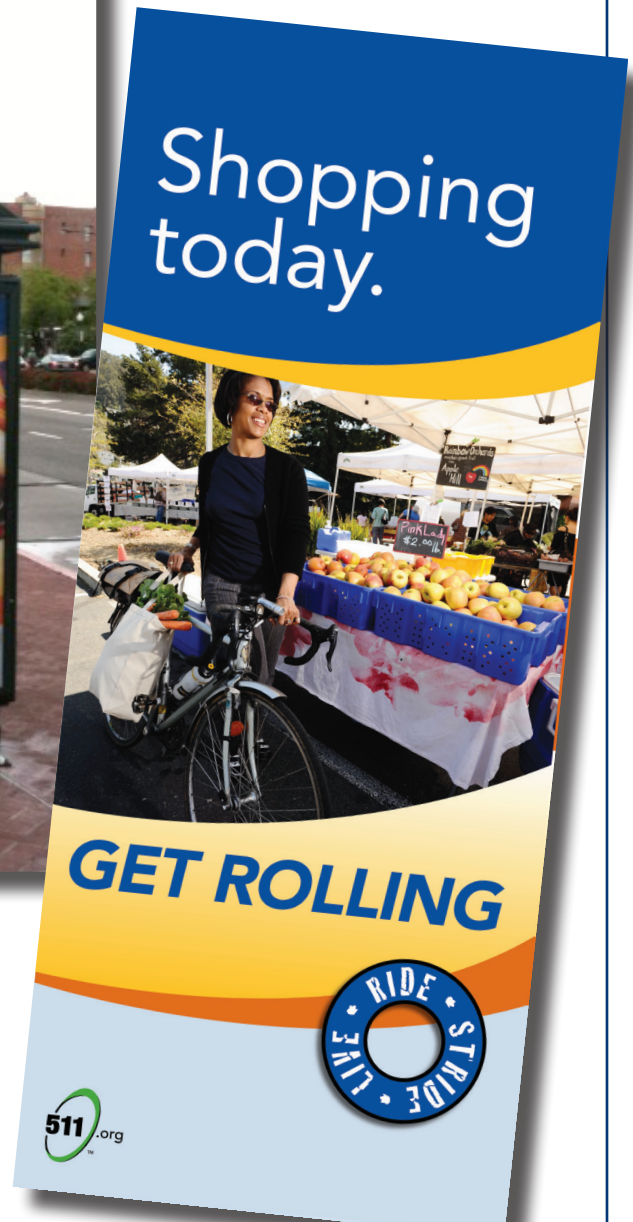
ALAMEDA

EAST BAY BICYCLE COALITION

ALAMEDA COUNTY



## 2010 GET ROLLING ADS





## 2009 GET ROLLING ADS

**Saving today.**



**GET ROLLING**

**511.org**

**BIKE TO WORK DAY**  
MAY 14, 2009

**EAST BAY BICYCLE COALITION**  
www.ebbc.org

**ACTIA**

**KAISER PERMANENTE. thrive**

**Working today.**



**GET ROLLING**

**511.org**

**BIKE TO WORK DAY**  
MAY 14, 2009

**EAST BAY BICYCLE COALITION**  
www.ebbc.org

**KAISER PERMANENTE. thrive**

**Learning today.**



**GET ROLLING**

**511.org**

**BIKE TO WORK DAY**  
MAY 14, 2009

**EAST BAY BICYCLE COALITION**  
www.ebbc.org

**KAISER PERMANENTE. thrive**

**Entertainment tonight.**



**GET ROLLING**

**511.org**

**BIKE TO WORK DAY**  
MAY 14, 2009

**EAST BAY BICYCLE COALITION**  
www.ebbc.org

**ACTIA**

**KAISER PERMANENTE. thrive**



## 2008 GET ROLLING ADS

### Family today.

## GET ROLLING

### Commuting today.

## GET ROLLING

KAISER PERMANENTE. thrive

### Shopping today.

## GET ROLLING

### Fitness today.

## GET ROLLING

## MEMORANDUM

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**TO:** Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

**FROM:** Paul J. Keener, Alameda County Public Works Agency,  
Senior Transportation Planner

**DATE:** December 2, 2011

**SUBJECT:** *Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas*

### **Summary**

The Alameda County Public Works Agency staff will make a brief presentation on the Draft Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas and provide a summary of the comments received to date. The BPAC will be given the opportunity to provide comments on the Draft Plan Update, which can be found on the County's website: <http://www.acgov.org/pwa/library/planning.htm>.

### **Background**

On Thursday, October 13, 2011, I presented an overview of the Draft Alameda County Bicycle and Pedestrian Plans for Unincorporated Areas to the Countywide BPAC. The Draft Plan Update for Unincorporated Areas was released October 20, 2011; therefore, the BPAC has not had an opportunity to review and make comments on the entire Draft Plan. The plan is now posted on the County's website here: <http://www.acgov.org/pwa/library/planning.htm>. The County will provide an update on the status of the plan and the BPAC will have the opportunity to provide comments on the Draft Plan.

The County of Alameda Public Works Agency has conducted an extensive outreach process and has conducted several presentations to various groups throughout the Alameda County unincorporated areas. The Draft Plan has been advertised through the web, the newspapers, flyers, and by emails. The County has received over 50 comments on the Draft Plan Update to date. A summary of the comments will be presented at the BPAC meeting.

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Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2011/2012

	Suffix	Last Name	First Name	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Sep. '11*
1	Ms.	Tabata, Chair	Midori	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Alameda County Mayors' Conference, D-1	Oct-09	Oct-11	Oct-13	0
3	Mr.	Chen	Alexander	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	1
4	Ms.	Gigli	Lucy	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
5	Mr.	Johansen	Jeremy	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
6	Mr.	Jordan	Preston	Supervisor Keith Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	2
8	Mr.	Van Demark	Tom	Supervisor Nate Miley, District 4	Oct-04	Jan-09	Jan-11	2
9		Vacancy		Alameda County Mayors' Conference, D-2				
10		Vacancy		Alameda County Mayors' Conference, D-5				
11		Vacancy		Transit Agency				

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Alameda County Transportation Commission  
**Bicycle and Pedestrian Advisory Committee**

**Meeting Schedule for**

**2011-2012 Fiscal Year**

*Created: June 9, 2011*

*Updated: December 9, 2011*

	Meeting Date	Meeting Purpose
1	July 26, 2011	<ul style="list-style-type: none"> <li>• Approval of Revised BPAC Bylaws and FY 11-12 Schedule</li> <li>• Countywide Pedestrian and Bicycle Plan Updates: Vision and Priority Capital Projects – Final Recommendation</li> <li>• Input on BART Bicycle Access and Parking Plan Update</li> <li>• Countywide Transportation Plan/Transportation Expenditure Plan Update</li> </ul>
2	September 8, 2011	<ul style="list-style-type: none"> <li>• Countywide Pedestrian and Bicycle Plan Updates: General Status Update</li> <li>• Update on CDF Grants: Sponsor Presentations (AC Transit Bus Bike Racks and Ashby BART /ERC) and Semi-annual Progress Reports</li> <li>• Presentation on Shifting Auto Trips to Walking/Biking by Bob Schneider, UC Berkeley</li> <li>• Report on Countywide Annual Bicycle and Pedestrian Counts</li> <li>• Countywide Transportation Plan/Transportation Expenditure Plan Update</li> </ul>
3	October 13, 2011	<ul style="list-style-type: none"> <li>• Input on Draft CWTP and TEP</li> <li>• Countywide Pedestrian and Bicycle Plan Updates: General Status Update</li> <li>• Input on Complete Streets Checklists</li> <li>• Alameda County Draft Bicycle and Pedestrian Plan Update for Unincorporated Areas</li> <li>• Update on CDF Grants: Sponsor Presentations (Iron Horse Trail Feasibility Study and Pleasanton Ped/Bike Plan)</li> <li>• Input on Measure B Master Funding Agreement Implementing Guidelines</li> <li>• Summary of Local Pass-Thru (75%) Expenditures (Bike/Ped summary only) (Info)</li> </ul>
4	December 15, 2011	<ul style="list-style-type: none"> <li>• Approve an amendment to the Irvington Area Pedestrian Improvements Bicycle and Pedestrian Countywide Discretionary Fund (CDF) grant</li> <li>• Approve reallocation of Measure B CDF funds for selected projects</li> <li>• Provide input on the Transportation Expenditure Plan and Countywide Transportation Plan (TEP and CWTP)</li> <li>• Provide input on Bike to Work Day and Ride into Life Campaign Evaluation</li> <li>• Approve recommendation on 2012 Bike to Work Day funding</li> <li>• Provide input on the Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas</li> </ul>

Alameda County Transportation Commission  
**Bicycle and Pedestrian Advisory Committee**

5	Jan/Feb 2012 (Exact date TBD)	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Input on Implementation Draft Chapters</li> <li>Discussion of Complete Streets Checklists with MTC staff (Sean Co)</li> <li>Update on CDF Grants: Sponsor Presentations, as needed</li> <li>Countywide Transportation Plan/Transportation Expenditure Plan Update</li> </ul>
6	March 2012 (Exact date TBD)	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Comments on Draft Plans</li> <li>Present 2011 Bike/Ped Count Data &amp; 2012 Report</li> <li>Recommendation on Programmatic funding for 2012 (Bike/Ped Counts, Step Into Life)</li> <li>Update on CDF Grants: Sponsor Presentations, as needed (Bike Safety Ed Program and Tri-City Senior Walk Clubs?)</li> <li>CDF Grants, Cycles #3&amp;4: Semi-Annual Progress Reports (Info)</li> <li>Countywide Transportation Plan/Transportation Expenditure Plan Update</li> <li>Review TDA Article 3 Projects (as requested)</li> </ul>
7	May 2012 (Exact date TBD)	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Recommendation to Commission on Final Draft Plans</li> <li>Discuss Draft CDF Cycle 5 Program Guidelines</li> <li>Committee Training (once vacancies filled)</li> <li>Update on CDF Grants: Sponsor Presentations, as needed (Aquatic Park Improvements?)</li> <li>Countywide Transportation Plan/Transportation Expenditure Plan Update</li> <li>Preview of June officer elections and nominations</li> </ul>
8	June 14, 2012	<ul style="list-style-type: none"> <li>Approve CDF Cycle 5 Program Guidelines</li> <li>Update on CDF Grants: Sponsor Presentations, as needed</li> <li>Report on Alameda County SR2S program?</li> <li>Countywide Transportation Plan/Transportation Expenditure Plan Update</li> <li>Report on Bike to Work Day</li> <li>Admin: Distribute BPAC Action Log: FY 11/12</li> <li>Admin: Presentation on Alameda CTC's Bike/Ped Work Program for 12/13</li> <li>Admin: Plan Agendas for 12/13 BPAC Meetings</li> <li>Admin: Election of Chair &amp; Vice-Chair for FY 12/13</li> <li>Admin: Review Bylaws</li> <li>Review BART Bicycle Advisory Task Force appointment(s) – first year</li> <li>Grant Summary Report from May Commission Meeting (Info)</li> <li>Summary of Local Pass-Thru (75%) Expenditures (Board report + Bike/Ped summary) (Info)</li> </ul>