Bicycle and Pedestrian Advisory Committee
Meeting Agenda
Thursday, April 14, 2011, 5:30 to 8:00 p.m.

Meeting Outcomes:
- Provide input on the Countywide Pedestrian and Bicycle Plan updates, including input on the capital project prioritization approach
- Make recommendations on the Measure B Bicycle/Pedestrian Countywide Discretionary Fund grant extensions and proposed matching funds policy
- Provide input on the evaluation of the Bike to Work Day and Get Rolling campaigns
- Review and provide input on Alameda County TDA Article 3 Projects
- Review BPAC officer roles and upcoming elections
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan

5:30 – 5:35 p.m. Midori Tabata	**1. Welcome and Introductions**	
5:35 – 5:40 p.m. Public	**2. Public Comment**	I
5:40 – 5:45 p.m. Midori Tabata	**3. Approval of December 9, 2010 and February 10, 2011 Minutes** *03_BPAC_Meeting_Minutes_120910.pdf* – **Page 1** *03A_BPAC_Meeting_Minutes_021011.pdf* – **Page 7**	A
5:45 – 6:35 p.m. Staff	**4. Countywide Pedestrian and Bicycle Plan Updates:** **Input on Capital Project Prioritization Approach** *04_Overview_Memo_for_Prioritization_Approach.pdf* – **Page 11** *04A_Memo_on_Proposed_Bike_Ped_Plan_Prioritization.pdf* – **Page 15** *04B_Notes from 03-23-11 Plans Working Group Meeting* – **Page 21** *04C_Vision_Priorities_Summary_Matrix.pdf* – **Page 25** *04D_Comment_Sheet.doc* – **Page 27**	I

6:35 – 7:05 p.m.
Staff

5. Recommendation on Measure B Bicycle/Pedestrian Countywide Discretionary Fund Program   A

    A. Extension of Two Current Program Grants

      05A_Memo_CDF_Program.pdf – **Page 29**

      05A1_Bicycle_Safety_Education Progress Report.pdf – **Page 35**

      05A2_Bicycle_Safety_Education_Year3 Proposal.pdf – **Page 81**

      05A3_Tri_City_Senior_Walk_Clubs_Progress_Report.pdf – **Page 87**

    B. Proposed Matching Funds Policy

      05B_CDF_Draft_Matching_Fund_Policy.pdf – **Page 97**

      05B1_Fund_Program_Guidelines_Cycle_4_Final.pdf – **Page 103**

7:05 – 7:25 p.m.
Staff

6. Evaluation of Bike to Work Day and Get Rolling Campaigns   I

    06_BTWD_GetRolling_Evaluation_Memo.pdf – **Page 117**

    06A_BTWD_GetRolling_Eval_Summary_Slides.pdf – **Page 121**

7:25 – 7:30 p.m.
Staff

7. Review TDA Article 3 Projects   I

    07_TDA_Memo.pdf – **Page 133**

    07A_TDA_Article3_ProjectList_FY11-12.pdf – **Page 135**

7:30 – 7:35 p.m.
Staff

8. Review of BPAC Officer Roles and Upcoming Elections   I

    08_Memo_BPAC_Officer_Roles_and_Elections.pdf – **Page 137**

7:35 – 7:55 p.m.
Staff

9. Board Actions/Staff Reports   I

    A. Countywide Transportation Plan and Transportation Expenditure Plan

      09_Memo_Regional_SCS-RTP_CWTP-TEP_Process.pdf – **Page 139**

      09A_CW_Regional_Planning_Activities.pdf – **Page 141**

      09B_CWTP-TEP-SCS_Devel_Impl_Schedule.pdf – **Page 145**

      09C_ABAG_Memo_on_Initial_Vision_Scenario.pdf – **Page 149**

      09C1_ABAG_IVS_Presentation.pdf – **Page 151**

      09D_Prelim_List_of_Projects_and_Programs.pdf – **Page 173**

      09E_Memo_CWTP-TEP_Outreach_Update.pdf – **Page 203**

      09E1_Outreach_Presentation.pdf – **Page 209**

      09F_Polling_Presentation.pdf – **Page 229**

7:55 – 8:00 p.m.
BPAC Members

10. BPAC Member Reports   I

    10_BPAC_Calendar.pdf – **Page 239**

    10A_BPAC_Roster.pdf – **Page 241**

8 p.m.

11. Adjournment

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

Next Meeting:

      Date: June 9, 2011
      Time: 5:30 to 7:30 p.m.
      Location: 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Tess Lengyel, Programs and Public Affairs Manager
(510) 208-7428
tlengyel@alamedactc.org

Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
(510) 208-7471
rwheeler@alamedactc.org

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

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

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

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ALAMEDA
County Transportation
Commission

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, December 9, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

__P__ Midori Tabata, Chair	__P__ Preston Jordan
__A__ David Boyer	__P__ Glenn Kirby
__P__ Alex Chen	__A__ Anthony Salomone
__P__ Lucy Gigli	__P__ Tom Van Demark
__P__ Jeremy Johansen	__P__ Ann Welsh

Staff:

__P__ Tess Lengyel, Programs and Public Affairs Manager	__P__ Nicole Schneider, Bicycle and Pedestrian Team
__P__ Rochelle Wheeler, Bicycle and Pedestrian Coordinator	__P__ Diane Stark, ACCMA
	__P__ Angie Ayers, Acumen Building Enterprise, Inc.

1. **Welcome and Introductions**
   Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes. Midori welcomed the new member, Jeremy Johansen, to the committee.

   Rochelle Wheeler informed the committee that agenda items *7: Alameda CTC 2011 Legislative Program Update and Input* and *8: Half-day Bicycle and Pedestrian Conference Input* would not be covered to allow additional time on the Countywide Pedestrian and Bicycle Plan Updates.

   Guests Present: Keith Cooke, City of San Leandro; Victoria Eisen, Eisen/Lutinc; and James O'Brien, Alameda County Transportation Commission (Alameda CTC), attended the meeting.

2. **Public Comments**
   There were no public comments.

3. **Approval of September 9, 2010 Minutes**
   Lucy Gigli moved that BPAC approve the September 9, 2010, minutes as written. Alex Chen seconded the motion. The motion carried unanimously (7-0).

4. **Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices Chapter and Vision, Goals and Objectives Chapters**
    Rochelle gave a presentation and led a discussion on the Countywide Pedestrian and Bicycle Plan updates. She requested BPAC to provide input on the Evaluation of Current Practices chapter and Vision, Goals and Objectives chapters. Rochelle advised BPAC members to submit written comments by December 15, 2010 at 5 p.m.

    Rochelle and Victoria Eisen led the discussion and presented the following:
    - An overview of the plan updates
    - A review of the Existing Conditions Chapters and the network approach options memo (previously reviewed by BPAC)
    - An introduction to the draft Evaluation of Current Practices chapter
    - An introduction and discussion of the draft Vision, Goals and Objectives chapters

    Comments on Evaluation of Current Practices chapter:
    - Add an evaluation of local BPACs to this chapter: How are they funded? Who has them? What are the challenges to developing BPACs? Do they work? How well do they work?
    - The chapter title is mismatched: It sounds like Evaluation of Current "Policies," not "Practices."
    - Add a peer review of literature to answer the following questions: What is the most effective use of funds: putting in bicycling lanes, or education (infrastructure vs. programs)? What is the most cost effective? This would help to educate BPAC and influence how BPAC selects projects for grant funding.
    - Add case studies of how other cities have influenced bicycling and walking rates, and of suggested policies.
    - Be clear on who would implement the suggestions in the chapter.
    - Great recommendations and suggestions in the chapter.
    - Add "LEED for New Development" as an emerging policy. Reference the criteria in the checklist.
    - Members like that people are rethinking the basic transportation assumptions and are shifting the focus more to promoting bicycle and pedestrian activity.
    - Members raised concerns regarding how sidewalk repairs are funded versus road maintenance, namely that many cities require property owners to pay for adjacent sidewalk repairs but not adjacent street repairs. Members questioned if this maintenance model is the best option. A city-by-city evaluation of how sidewalk maintenance is funded should be included to help answer this question. This may fall into the funding/implementation chapter, rather than this chapter. Some BPAC members would be willing to talk to local jurisdictions to find out details on their policies, if assistance is needed.

Comments on Vision, Goals & Objectives chapters:

Bicycle & Pedestrian Plans
- Title of Goal 3 ("Encouragement") sounds "soft." "Encouragement and Support" sounds better.
- Would like to see countywide best practices or design standards created, so that facilities don't differ throughout the county. The 2006 Pedestrian Toolkit does this for pedestrian facilities, and could be referenced.
- The Countywide plans could provide guidance for local bicycle and pedestrian master plans to achieve a more uniform bicycle and pedestrian plan methodology in local jurisdictions.
- There is a need for quantitative objectives to measure the state of bicycle and pedestrian activity and to set goals for bicycle and pedestrian activity in the future. Most members think the quantitative goals should not be in the vision statement. It is important to ensure that we establish the quantitative objectives accurately – to measure the correct things, so they are meaningful.
- Change the name of "quantitative objectives," to "targets" since "objectives" also describes the items under each goal.
- Actions taken may not directly correlate to meeting the target/measure, but it is still good to see if we have met the target/measure. But, we need to have a reason for picking a particular amount/percentage. "If we reach our goal, _____ will happen." This may include carbon off-sets, better community health, and increased physical activity.
- Is there a discussion of the health impacts of biking and walking? The healthy communities concept should be brought in here. Answer the "so what?" question – Why should someone care about reducing carbon? People will care about improving air quality and personal health. Cite studies that bike/ped infrastructure is linked to physical activity and healthy weight, safety, etc.
- Goal 4 (Planning & Design): Objective 4.5 (regarding standardizing the state of pedestrian infrastructure and design) is good. (It could also fall under Goal 1 (Infrastructure).) Is there a way for Alameda CTC to review the final plans of grant-funded projects before implementation to ensure that projects are well-designed and built to current standards? Are there models available? Staff reported that the MTC Routine Accommodation Checklist and MTC's plan review for Transportation for Livable Communities grants models could be explored. Members stated that it would be useful to explore additional models and adopt one.
- Goal 5 (Funding and Implementation): Maintenance is a key issue for Class 1 facilities, and can be challenging to fund. Class 1 paths could be re-classified as roadways to be in the same maintenance funding stream as roadways.

Pedestrian Plan only
- Vision statement: Ideally, a vision statement would stay the same from plan to plan and not need revising. The old (2006) statement is good, but should be divided into two sentences. Stay away from quantitative goals in the vision statement.

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- Goal 1 (Infrastructure): Add an objective to create maintenance parity between roads and sidewalks.

5. **San Leandro Slough Bridge Unused Grant Funds Discussion**

   Rochelle led a discussion on the San Leandro Slough Bridge unused grant funds. Keith Cooke from the City of San Leandro and James O'Brien, Alameda CTC Project Manager for the East Bay Greenway project, also participated in the discussion.

   The City of San Leandro had $975, 000 in unused Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) remaining after the completion of the San Leandro Bay Trail Slough Bridge Project. The following are the City of San Leandro's requests for funds along with Alameda CTC staff's recommendations.
   1. The City of San Leandro requested to use $125,000 of the funds to recoup the San Leandro Slough Bridge design costs. Staff recommended *no* to this request.
   2. The City requested to use $364,500 for design and construction of the Bay Trail in San Leandro along the marina. Staff recommended *yes* to this request.
   3. The City requested to use $485,500 to supplement the East Bay Greenway (EBG) project. Staff recommended *yes* to use an amount for the EBG project.
   4. Staff recommended that $65,000 from request number 1 be used to match federal funds for the BikeMobile competitive grant.
   5. Staff did not recommend returning all funds ($975,000) to the CDF program to be allocated in a future grant cycle.

   The committee was strongly against allocating funds to the Marina Bay Trail project, because it was not thoroughly evaluated through the extensive grant funding cycle process, and they felt it would most likely not compete well for these funds.

   The BPAC discussed the above requests and staff recommendations extensively and made the following recommendations:
   1. Allow $125,000 for the City to recoup San Leandro Slough Bridge design costs.
   2. BPAC recommended not funding the Marina Bay Trail, as the City had requested.
   3. Allow $485,500 to supplement the East Bay Greenway project.
   4. Allow $65,000 for matching funding for the BikeMobile project.

   Several motions were made by BPAC members for the allocation of the funds:
   - Midori Tabata moved that $424,500 is returned to the Bicycle and pedestrian Safety funds until the next call for project. Alex Chen seconded the motion. The motion did not pass.
   - Glenn Kirby moved to allocate $125,000 back to the City of San Leandro to recoup San Leandro Slough Bridge design costs; and allocate $299,500 to the EBG project. Tom Van Demark seconded the motion. The motion did not pass.
   - Preston Jordan moved to give the City of San Leandro $200,000 and $775,000 for a mini-call for projects. No one seconded the motion.
   - Lucy Gigli moved to allocate $65,000 to the BikeMobile project and allocate a portion to EBG. No one seconded the motion.

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Glenn Kirby moved that BPAC approve the recommendation listed in items 1 through 4. Preston Jordan seconded the motion. The motion passed unanimously. BPAC did not take any action to allocate the remaining $299,500.

6. **Countywide Bicycle and Pedestrian Programs Funding Request**
   Staff recommended that BPAC make a recommendation to the Alameda CTC to authorize $30,000 from the Countywide Bicycle and Pedestrian Safety funds for the Alameda County's 2010 Bike to Work Day promotion, the new Step into Life pedestrian campaign, and the bicycle and pedestrian count program, as detailed in the BPAC staff report.

   Tom Van Demark moved to approve $30,000 for the above recommendation. Preston Jordan seconded the motion. The motion passed unanimously.

7. **Alameda CTC 2011 Legislative Program Update and Input**
   This item was eliminated due to time used for the Countywide Bicycle and Pedestrian Plan updates.

8. **Half-day Bicycle and Pedestrian Conference Input**
   This item was eliminated due to the time used for the Countywide Bicycle and Pedestrian Plan updates.

9. **Board Actions/Staff Reports**
   Tess Lengyel informed BPAC members that the consultant firm, Nelson/Nygaard was hired to manage the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development project. She mentioned that the website is updated with information regarding the CWTP-TEP project. BPAC members and the public can access the URL at http://www.alamedactc.com/app_pages/view/795.

   Tess informed the committee that the Commission will hold a retreat on December 17, 2010 at California State East Bay from 8:30 a.m. to 2 p.m. She mentioned that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) will give a presentation on the Sustainable Communities Strategy's impact on the jurisdictions.

   Tess said that the Central County Transportation Forum is scheduled for January 20, 2011 at Hayward City Hall.

10. **BPAC Member Reports**
    Preston Jordan informed the members that the City of Albany decided to combine their Bicycle Master Plan Update and new Pedestrian Master Plan into one plan, called the "Active Transportation Management Plan."

11. **Adjournment**
    The meeting adjourned at 8:30 p.m.

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1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400

www.AlamedaCTC.org

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, February 10, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

_P_	Midori Tabata, Chair	_P_	Preston Jordan
_A_	David Boyer	_A_	Glenn Kirby
_P_	Alex Chen	_A_	Anthony Salomone
_A_	Lucy Gigli	_P_	Tom Van Demark
_P_	Jeremy Johansen	_A_	Ann Welsh

Staff:

_P_	Tess Lengyel, Programs and Public Affairs Manager	_P_	Diane Stark, Senior Transportation Planner
_P_	Rochelle Wheeler, Bicycle and Pedestrian Coordinator	_P_	Angie Ayers, Acumen Building Enterprise, Inc.

1. **Welcome and Introductions**
    Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

    Guests Present: Dave Campbell, EBBC; Roger Marquis; Fred McWilliams, President of the Oakland Yellow Jackets; Bonnie Wehmann, EBBC

2. **Public Comments**
    There were no public comments.

3. **Approval of December 9, 2010 Minutes**
    The minutes could not be approved due to the lack of a quorum. Approval of the minutes was deferred to the next meeting.

4. **Discussion of Measure B Bicycle/Pedestrian Countywide Discretionary Fund**
    Rochelle Wheeler led the discussion on the timing and funding for the next grant cycle, extension of current program grants, and proposed matching funds policy. This agenda topic required the BPAC to make a recommendation to the Commission on the extension of the existing grant-funded programs and on a new Countywide Discretionary Fund (CDF) matching grant policy.

    A. **Timing and Funding for Next Grant Cycle**
        Rochelle stated that a CDF call for projects would have typically occurred in the fall of 2010. Due to the economic downturn and the Bicycle and Pedestrian Plans updates, the

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grant call for projects was placed on hold. She informed the committee that staff is recommending that the next CDF call for projects occur in the fall of 2012, after the adoption of the Countywide Bicycle and Pedestrian Plans updates. Rochelle mentioned that approximately $2.5 million is anticipated to be available to allocate, and that other funding sources may be combined with the Measure B funds, resulting in an even larger call for projects. The Vehicle Registration Fee bicycle/pedestrian funding is one possible source to combine.

B. **Extension of Current Program Grants**
   Rochelle stated that staff is recommending that two of the four current CDF grant-funded programs receive a one-year time extension, with additional funding to continue operations. Discussions took place about each of the four programs, as follows:
   1. Safe Routes to Schools – The Metropolitan Transportation Commission provided regional funding that will start in July 2011, and the BPAC and the Alameda CTC approved using $420,000 in Measure B funds to match MTC's funding. Staff is not recommending additional funds.
   2. Travel Choice for New Residents – This program had a delayed start, since securing its matching funds took longer than expected. This program has already been extended by one year through June 2012, and staff is not recommending additional funds.
   3. Bicycle Safety Education Program – Staff is recommending extending the program for one year with up to $100,000 in CDF funds. The BPAC members agreed by consensus that the Bicycle Safety Program is a good program, and Alameda CTC should continue funding it.
   4. Tri-City Senior Walk Program – Staff is recommending BPAC approve funding for up to $25,000 to continue this program for one year as a pilot and evaluation how to expand it countywide. The BPAC members agreed by consensus that the Tri-City Senior Walk Program is fantastic, and recommended that Alameda CTC award the program the $25,000 and assist in helping to expand the program countywide.

C. **Proposed Matching Funds Policy**
   Rochelle stated that BPAC members requested that staff develop a draft policy for using CDF funds as matching funds (Attachment 04C in the agenda packet). Staff recommended setting aside $100,000 annually for matching funds. BPAC members had a very brief discussion and suggested that Alameda CTC could provide guidelines only and remove the dollar limitation.

The BPAC members present agreed with staff's recommendations to provide additional CDF funds of $100,000 for the Bicycle Safety Education Program and $25,000 for the Tri-City Senior Walk Program. BPAC members generally agreed with the proposed matching funds draft policy; however, members suggested that the $100,000 annual amount for future matching funds could be deleted. Due to the lack of a quorum the approval of the recommendations will take place at the next BPAC meeting.

5. **Countywide Pedestrian and Bicycle Plan Updates: Input on Vision Networks**
   Victoria Eisen and Rochelle gave a presentation on the Countywide Pedestrian and Bicycle
   Plan Updates vision networks. Victoria covered the approach to the vision for both the
   pedestrian and bicycle networks. Rochelle requested written comments by Tuesday,
   February 15, 2011.

   Questions/feedback from members:
   The BPAC had very few comments and requested few changes to the vision networks,
   implying a general support for the approach with a few small tweaks, as noted below.

   Bicycle & Pedestrian Vision Networks
   - How are commercial districts defined? Why not include long streets, like
     International Blvd and San Pablo? These streets are likely transit corridors, in the
     Ped Plan, but are not included in Bike Plan, even though they have commercial
     businesses on them. Consider adding them to the Bike Plan vision.
   - A member of the public requested that business/industrial parks, and employment
     centers be included as activity centers. The BPAC requested to see what it looks like
     to add these destinations to the Bicycle Vision, before recommending to add them.

   Bicycle Plan Vision Network only
   - The overlay of the new transit/commercial access routes creates redundancies. A
     member of the public recommended to re-examine the 2006 routes and consolidate
     some routes. There are too many routes in North County, in particular.

   A member of the public questioned the raw data being used to define the network, and
   stated that the network should encourage and support longer trips, like commute trips, and
   not just shorter trips, like to transit.

6. **Countywide Transportation Plan Update and Outreach Toolkit Training**
   Paul Rosenbloom performed the Outreach Toolkit Training for the Countywide
   Transportation Plan. Diane Stark informed the committee that only Alameda CTC
   community advisory members can administer the Outreach Toolkit. For BPAC guests, Diane
   stated that if they are interested in having the toolkit administered at a meeting, to contact
   the Alameda CTC.

7. **Board Actions/Staff Reports**
   Rochelle encouraged the members to review the Countywide Transportation Plan and
   Transportation Expenditure Plan documentation in the agenda packet.

   Tess Lengyel informed the committee that Alameda CTC has a new logo, phone numbers,
   and e-mail address. She stated that staff will distribute notification of the changes.

8. **BPAC Member Reports**
   Preston Jordan stated that the Albany Strollers and Rollers (the local advocacy group) has surveyed 80% of sidewalks in the city and found that one quarter are "insufficient." This effort is showing the need for more sidewalk maintenance.

   Midori mentioned that the Central County Transportation Forum was well attended. She stated that many people with disabilities were present.

9. **Adjournment**
   The meeting adjourned at 8 p.m.

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Commission

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www.AlamedaCTC.org

MEMORANDUM

Date: April 7, 2011

To: Countywide Bicycle and Pedestrian Advisory Committee

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

Subject: **Updates to the Bicycle & Pedestrian Plans: Priority Projects Approach**

Recommendations
It is recommended that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC)
provide input on the proposed Bicycle and Pedestrian Plans priority capital projects approach
for the Alameda Countywide Bicycle and Pedestrian Plans updates at their meeting, and, if
desired, in writing by Wednesday, April 20, 2011.

Summary
An approach to prioritizing the capital projects included in the bicycle and pedestrian vision
networks was brought to the Bicycle and Pedestrian Plans Working Group (PWG) on March 23,
2011 for their input. This approach is summarized in the memo from the Plans Updates
consultant (Attachment 04A), and the PWG meeting notes are included as Attachment 04B.
Based on the PWG input, some changes are being recommended to the proposed prioritization
approach, as described further below. Input from BPAC members on this revised approach is
being solicited. There are questions for discussion in both this memo and in Attachment 04A.
Input from the BPAC will be incorporated into a revised prioritization approach, and ultimately
into the Priority Projects and Programs chapters.

BPAC members are encouraged to use the attached comment sheet (Attachment 04D) to
submit any written comments on the network proposals, but they may also provide input via
email. Written comments should be submitted to Rochelle Wheeler at
rwheeler@alamedactc.org by Wednesday, April 20, 2011, at 5:00 p.m.

Discussion
The Countywide Pedestrian and Bicycle Plans, last adopted in 2006, are in the process of being
updated. The BPAC is being requested to review and provide input on each chapter of the draft
plans and then the full, compiled plans, which will be completed by late 2011. The final plans
are expected to be adopted in early 2012.

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To date, the BPAC has reviewed and provided comments on the draft Existing Conditions chapters, Evaluation of Current Practices Chapter, and Vision, Goals & Objectives chapters.

At its meeting in February 2011, the BPAC provided input on approaches to re-defining the vision networks for the Bicycle and Pedestrian Plans. Attachment 04C summarizes, in table form, the 2006 vision networks, plus the recommended new networks that were presented at the February meeting, and the changes now being recommended in response to the BPAC and PWG comments.

Building on this input on the vision networks, the attached memo (Attachment 04A) defines an approach to the priority capital projects for the bicycle and pedestrian networks. This approach was presented to the Plans Working Group on March 23, 2011, and based on their input, one major change is now being proposed to the approach, as follows:

- Change the priority project type of "Inter-jurisdictional routes" to "Multi-agency routes/links", which would be defined as places where multiple agencies have land use or right-of-way authority. Examples are projects at city or county borders, or at locations where a Caltrans freeway off/on-ramp intersects a local city roadway.

In addition, while many comments were made by the PWG (as noted in the meeting notes in Attachment 04B), several key questions where staff would encourage BPAC input are:

- For trails, should the priority be only on trail "spines" or also include spurs and connectors, which link a trail to activity centers or to destinations?
- Should maintenance remain in the (revised) "Multi-agency routes/links" category?
- Does the idea of "highest" priority projects make sense, particularly for the Pedestrian Plan? This is proposed to be where a project falls under more than one priority category.
- Should other activity centers be added as priorities, in particular colleges and universities?

The full PWG meeting notes are included as Attachment 04B

Once input is collected from the BPAC on the prioritization approach, the recommended approach will be finalized, and mapped, and brought to local agency staff and local BPACs for further input. The final approach will be incorporated into the Priority Projects and Programs chapters in the Plans, which will be brought to the BPAC in draft form.

Additional Input to the Plans
Staff and the Plans Updates consultant are planning to attend local BPAC meetings in May to bring the proposed vision and prioritized networks approaches for public input. Staff intends to attend five BPAC meetings around the county. These meetings will be advertised to all nearby BPACs, advocacy groups and the public. Staff will provide an update at the Countywide BPAC meeting.

A web page with information about the plan updates process is available at: *http://tinyurl.com/ACBikePedPlans.* It includes links to the draft plan chapters, the new draft maps, information about the review of the plans and how the public can participate in providing input. Please continue to share this web link with others who may be interested.

Next Steps

Comments on the priority projects approach for the Bicycle and Pedestrian Plans will be consolidated and incorporated into the draft versions of the Priority Projects and Programs chapters. An approach for prioritizing countywide programs will be brought to the next BPAC meeting.

Attachments

04A.   Memo on Proposed Bicycle and Pedestrian Priority Projects Approach
04B.   Notes from March 23, 2011 Plans Working Group Meeting
04C.   Countywide Plans - Vision and Priorities Matrix
04D.   Comment Sheet

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TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

MEMORANDUM

To	Diane Stark and Rochelle Wheeler, Alameda CTC
From	Victoria Eisen
Date	March 16, 2011
Project	Alameda Countywide Bicycle and Pedestrian Plan Updates
Subject	**Proposed Approach to Prioritizing Capital Projects**

Background - Vision Network

At the February Pedestrian and Bicycle Plans Working Group (PWG) and BPAC meetings, we discussed what links the vision bicycle and pedestrian networks/systems should include in order to best achieve the visions and goals of the Countywide Bicycle and Pedestrian Plans. A summary of the input from the BPAC is included in the meeting notes.

The consensus of the PWG and BPAC for the Countywide Bicycle Plan was to maintain most of the 2006 vision bicycle network and to add more detail in Transit Priority Zones (TPZs, as defined in the 2006 Countywide Bicycle Plan), and Downtowns and Major Commercial Areas (as defined in the 2006 Countywide Pedestrian Plan). Specifically, in response to input from the PWG and BPAC, it is recommended to include bicycle network links in approximately the four cardinal directions radiating out 1 mile from North planning area TPZs, 1.5 miles from Central planning area TPZs and 2 miles from South and East planning area TPZs. These distances are based on the median distances BART passengers reported cycling to Alameda County stations in the 2008 BART Station Access Survey. It is further recommended that the three-mile distance proposed to radiate out from downtowns and major commercial districts would remain the same, but that input on these distances would be collected from local agency staff and BPACs, and may be adjusted (up or, more likely, down), to allow meaningful connections between activity centers and to reduce redundancies.

There was also general agreement for the Countywide Pedestrian Plan to maintain the approach employed in the 2006 Pedestrian Plan, which prioritized "Pedestrian Areas of Countywide Significance," with some minor adjustments.

For both networks, a need was cited to review the links and locations that comprise each of the categories of countywide significance.

Prioritization Overview

The purpose of this memo is to recommend an approach to prioritizing these vision networks/ systems, which will form the basis of the fifth chapters in the Countywide Bicycle and Pedestrian Plan Updates, "Priority Projects and Programs" and will guide future countywide bicycle and pedestrian investment priorities. The prioritization approach recommended for the Plan Updates in this memo addresses capital projects only. It is understood that programs that encourage safer and more convenient and inviting cycling and walking are equally important; however, the method to identify and prioritize these programs will be addressed in a separate discussion.

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

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

Commonality between Proposed Approach to Prioritizing Bicycle and Pedestrian Projects
Since the outset of the development of the Countywide Bicycle and Pedestrian Plan Updates, it has been a goal to coordinate and make parallel the two documents, and their respective approaches to planning, to the extent possible and appropriate. Prioritizing capital projects is an especially important area in which to strive to achieve this goal because prioritization directly influences future investments. The more similar the types of projects and areas where both bicycle and pedestrian investments are focused, the farther those investment dollars can go. Therefore, the recommended prioritization methodology calls for the following two priority categories to be used in both plans:
1. Priority project types: Trails and inter-jurisdictional routes
2. Priority geographies: Transit Priority Zones, Downtowns, Major Commercial Centers and Communities of Concern (using MTC's criteria)

> **Priority Geographies**
> Transit Priority Zones (TPZs): Defined in the 2006 Alameda Countywide Bicycle Plan, TPZs are meant to focus investment in bicycle access to BART, ACE and Amtrak stations, ferry terminals and major bus transfer stops. While this term was not used in the 2006 Alameda Countywide Pedestrian Plan, here it is meant to include all "major transit" stops/stations and bus trunkline routes, as defined in the 2006 plan, and updated in this process.
> Downtowns: The 2006 Countywide Pedestrian Plan defined these as the central business district of any city in Alameda County, as defined by the local general, specific or downtown plan.
> Major Commercial Centers: A collection of mainly retail and service establishments in a multi-block area, according to the 2006 Countywide Pedestrian Plan.
> Communities of Concern: Economically disadvantaged communities, as defined by MTC.

Priority project types (category #1) define the highest priority types of capital projects, while priority geographies (#2) define the highest priority locations. In other words, projects that are in either category are a priority, but those that appear in both categories, or in more than one sub-category, would compete for funding more favorably than those in one category alone (see attached table).

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With the exception of the three countywide major trail systems, the consultant team is recommending prioritizing project categories, rather than specific projects to allow more flexibility for local governments to identify specific priority projects within the definitions above. This flexibility will allow the countywide plans to adapt to changing local priorities, shifting funding sources and newly adopted plans.

Inter-jurisdictional projects are recommended to be prioritized because, although they may be of countywide significance for bicycle and pedestrian travel, these projects may not be prioritized by local jurisdictions, which tend to focus on projects that are completely within their boundaries and do not require coordination among multiple agencies. Alameda CTC, as a multi-jurisdictional agency, is likely to have a greater impact in this area.

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

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

Priority Bicycle Project Types & Geographies
The prioritization method proposed for the Bicycle Plan update diverges from that used in 2006 in that it does not attempt to match project cost to expected revenue over the life of the plan, i.e., there is no "financially constrained" category proposed in the Plan update. This recommendation is being made to focus planning and implementation efforts on the four or five year period before the next Countywide Plan update to support successful implementation through a flexible and adaptable plan, rather than planning at the project or category level over the life of the plan, during which priorities and fund availability will likely change. Similarly, rather than each jurisdiction identifying a single high priority project, the approach recommended below allows local jurisdictions multiple opportunities to implement their highest priority projects that align with countywide priorities.

The recommended priority project types in the vision bicycle network are to construct and maintain Alameda County's three inter-jurisdictional trail systems: the San Francisco Bay Trail, the Iron Horse Trail and the East Bay Greenway, as well as interjurisdictional routes, which would include capital projects and maintenance needed to overcome barriers (like freeway ramps), fill gaps and overcome other similar challenges, particularly connections at inter-jurisdictional boundaries.

Recommended priority geographies include Transit Priority Zones, Downtowns, Major Commercial Centers and Communities of Concern. These are the same categories as in the vision network, but would be focused within more constrained boundaries than the vision network. Specifically, the recommended priority geographies would extend half as far as called for in the vision network, one-

half to one mile from TPZs (depending on the Planning Area) and half of the final vision network mileage radiating out from downtowns and major commercial centers. Projects in Communities of Concern that are identified in a Community-Based Transportation Plans (CBTPs) are also recommended to be prioritized.

Priority Pedestrian Investments & Geographies

Although the 2006 Countywide Pedestrian Plan did not prioritize projects, a prioritization methodology is recommended for the Plan Update, to make it more consistent with the Countywide Bicycle Plan, to help focus implementation and to reinforce synergies between the two plans. As in the Countywide Bicycle Plan, constructing and maintaining the Bay Trail, Iron Horse Trail and East Bay Greenway are recommended as priority project types in the Countywide Pedestrian Plan, along with inter-jurisdictional routes. It is further recommended that the same geographies as are recommended to be prioritized in the bicycle plan be prioritized in the pedestrian plan, although the recommended distances for the Pedestrian Plan are more appropriate for walking: within ¼-mile of TPZs, and within downtowns and major commercial centers. As for the bicycle plan, the prioritized area for these geographies is a tighter circle than the vision network. Pedestrian projects in Communities of Concern that are identified in CBTPs are recommended priorities, consistent with the bicycle plan.

Relationship between Plan Prioritization and Grant Program Design

Although the priorities adopted in the final Countywide Bicycle and Pedestrian Plans will influence which projects are funded in the future with Measure B and other sources, these priorities are not the same as the grant program guidelines. Rather, Alameda CTC will develop grant programs and funding criteria consistent with the adopted priorities, but which are more specific and detailed to allow easier identification of projects most consistent with the Plans' visions and goals. The grant program design, including funding criteria, is the appropriate venue to specify factors considered too detailed for a countywide plan. For example, the grant program design needs to address local jurisdictions' across-the-board difficulty delivering grant-funded projects. This need and corresponding recommendations will be discussed in the context of the Plans' Implementation chapters.

Committee feedback requested

Members of PWG and BPAC are requested to provide any comments on the proposed approach to prioritizing the vision networks in the Countywide Bicycle and Pedestrian Plans they would like to have considered. In particular, members should be prepared to weigh in on:

Comments that pertain to the Countywide Bicycle and Pedestrian Networks
1. Is it desirable for the prioritization methodologies of the two plans to be similar, all things being equal?
2. Should the three countywide trail systems be among the highest priority investments in the bicycle and pedestrian networks?
3. Should inter-jurisdictional routes be among the highest priority investments in the bicycle and pedestrian networks?
4. Should maintenance costs be prioritized, in addition to capital costs?

5. Should countywide investments be focused on TPZs, downtowns, major commercial centers and communities of concern?

<u>Countywide Bicycle Network</u>
1. Are there investment types missing from the attached table (i.e., beyond countywide trail systems and barriers/gaps)?
2. Are the priority geographic distances described above and specified in the attached table appropriate or should they be revised?

<u>Countywide Pedestrian Network</u>
1. Are there investment types missing from the attached table (i.e., beyond countywide trail systems)?
2. Are the priority geographic distances described above and specified in the attached table appropriate or should they be revised?

Alameda County Transportation Commission | Countywide Bicycle and Pedestrian Plans
Capital Project Prioritization Recommendations (as amended after 3/23/11 PWG Meeting)

	Priority Project Types		Priority Geographies			
Plan	**Trails**	~~Inter-jurisdictional~~ **Multi-Agency routes/links**	**TPZs**	**Downtowns**	**Major Commercial Centers**	**Communities of Concern**
Bicycle						
	• Bay Trail • Iron Horse Trail • East Bay Greenway • May be maintenance or capital	• Closing barriers & gaps • May be maintenance or capital Examples: • Caltrans facilities, RR tracks • Other challenges at/near boundaries (e.g., agency coordination)	Access 1/2-mile-to-one-mile out from TPZs (50% of vision network distances in each Planning Area) Examples: • Long-term parking at transit stations/nodes • Signage directing cyclists to best route/entry to transit stations • Bicycle-oriented spot improvements within TPZs	Access 1.5 miles out from Downtowns (DTs) (50% of vision network distances) Examples: • Bike parking within DTs • Bicycle-oriented spot improvements within DTs • New bike lanes to and within DTs	Access 1.5 miles out from Major Commercial Centers (MCCs) (50% of vision network distances) Examples • Bike parking within MCCs • Bicycle-oriented spot improvements within MCCs	Areas defined as "Communities of Concern" by MTC Example: • Projects in Community-based transportation plans
Pedestrian						
	• Bay Trail • Iron Horse Trail • East Bay Greenway • May be maintenance or capital	• Closing barriers & gaps • May be maintenance or capital Examples: • Highway off/on ramps, RR tracks • Other challenges at/near boundaries	Continuous access within 1/4-mile of TPZs Examples: • Intersection crossing improvements • Pedestrian lighting	Within Downtowns Examples: • Intersection crossing improvements • Pedestrian lighting	Within Major Commercial Centers Examples: • Intersection crossing improvements • Pedestrian lighting	Areas defined as "Communities of Concern" by MTC Example: • Projects in Community-based transportation plans
Notes						
			Compare TPZs to PDAs Note: Mapped TPZ boundaries and locations may change; definition supersedes map			

Priority project types define priority investment types; priority geographies define priority locations.

The *highest* priority projects are those that are both a priority project type and are within a priority geography, OR are within more than one priority geography.

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TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

MEMORANDUM

To	Rochelle Wheeler and Diane Stark, Alameda CTC
From	Victoria Eisen
Date	March 28, 2011
Project	Alameda Countywide Bicycle and Pedestrian Plan Updates
Subject	**March 23, 2011 Plans Working Group Meeting Notes**

These notes reflect discussions of the March 23, 2011 Working Group meeting. The meeting began with presenting the ways in which Working Group and Countywide BPAC member comments were incorporated into revised recommended bicycle and pedestrian vision networks/systems. The focus of the meeting was the recommended approach to prioritizing bicycle and pedestrian capital projects in the respective plans. The approach was presented and there was much discussion. Bold headers below correspond to the recommended project type categories and/or geographic areas to be prioritized.

Trails (Priority Project Type)
- Suggest prioritizing access routes to trails, not just the trails themselves.
- Consider whether just the Bay Trail spine should be prioritized, or spur and/or connector trail segments, as well.
- If trails, and access to the trails, are prioritized, the funding criteria could distinguish between them.
- Question whether trails should be a pedestrian priority.
- Trails are complex and very expensive – they will take a lot of the funding. Should consider if this is where we want countywide funding to go, as opposed to less expensive on-street facilities, and that less mileage will be built.
- One could argue that expensive projects should be funded by a countywide agency.
- Be creative about finding funding sources for maintenance on trails – shouldn't just come from bike/ped funds.

Inter-jurisdictional Routes (Priority Project Type)
- Do not prioritize inter-jurisdictional routes for pedestrians (if defined solely as gaps at city borders).
- Questions about how important projects at the County line are, compared to other projects.
- Bikeway gaps that are only within one jurisdiction, but that connect to a (built) cross-county bikeway, should be prioritized.
- Remove maintenance as a priority for inter-jurisdictional routes. Focus maintenance on trails.
- Maintenance addresses common challenges to disabled access, such as heaved sidewalks, so it should remain under inter-jurisdictional routes.

- Replace "inter-jurisdictional" with "multi-agency" for both plans, where agencies are those with land use or right-of-way authority. Also ensure that this approach is consistent with the vision network/system.

TPZs, Downtowns and Major Commercial Centers (Priority Geographies)
- All eight types of activity centers described in the 2006 Countywide Pedestrian Plan should be prioritized, particularly post-secondary educational institutions, not just downtowns and major commercial centers.
- Other activity centers draw more cyclists than those that have been prioritized.
- Proposal to base prioritized radii around downtowns and major commercial centers on the relative distance between them is at odds with the goal of connecting destinations; therefore, this proposal does not make sense for the Bicycle Plan.
- Consider eliminating ¼-mile threshold for pedestrian projects because it may be too short to be useful to some destinations, such as rail stations. Consider making distances geographically-specific, modal-specific (i.e., farther for Transbay bus than local bus) or leaving some discretion to grant reviewers to determine if project is indeed serving a transit station/stop.
- Include transit station improvements and bus shelters in downtowns as examples of prioritized expenses. Likewise, include streetscape projects and widened sidewalks in major commercial centers and in communities of concern.
- A one-half mile radius (for priority access around TPZs) seems arbitrary.

General Comments
- Proposed approach does not prioritize "low hanging fruit;" rather, it favors big, expensive difficult projects, such as trails and overcoming barriers, which will result in fewer projects being funded; however, this approach may be appropriate for a countywide plan. If it is intentional, it should be complemented with a countywide Complete Streets policy that applies to all projects funded with countywide funds.
- Consider including all projects in local plans in vision networks/systems so they'll be eligible for other funding sources, particularly if countywide priorities are going to focus on bigger projects.
- Projects in a priority category and at a priority location may be the highest countywide priority for bicycle projects, but this does not hold for pedestrian projects. Need to look at what this looks like on the ground to really judge. Want to see proposal mapped so we can make sure the "highest priority" projects (those that meet more than one priority) really are the county's highest priorities (especially since these are the projects on which the agencies will focus their funding applications).
- Do the proposed priorities do enough to help create an interconnected countywide bicycle network? (Proposed priority approach may be more appropriate for Pedestrian Plan.) Response: proposal is intentionally to shift emphasis from a countywide network to TPZs, downtowns and major commercial centers.
- How can rural roadways be prioritized, especially ones that connect to other counties?
- How do emerging technologies/treatments fit into this approach, e.g., CycleTracks?

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- The pedestrian and bicycle networks do not need to have the same, or even a parallel, prioritization approach.

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COUNTYWIDE BICYCLE PLAN: Summary of Vision Network and Capital Project Priorities

	Vision			Capital Project Priorities	
2006 Plan	**02/11 Proposal**	**Proposed revisions to 02/11 Proposal, based on input**	**2006 Plan: Project Approach**	**03/11 proposed: Category Approach**	
Countywide Network of Inter-connected Corridors, linking major activity centers, transit, schools, parks, and employment and shopping centers, plus routes that serve major transportation corridors	Keep network	Keep network, but make revisions to improve inter-jurisdictional connections and to reflect locally- preferred routes. Solicit input from local agency staff and local BPACs for these changes.	Financially-constrained Network: A subset of the vision network, limited by funds expected to be available during the lifespan of the plan AND High-Priority Projects: 15 specific projects, which were a subset of the financially-constrained network, selected as the highest priority by each jurisdiction	Priority Project Types: - three major regional trails - Inter-jurisdictional routes/gaps/barriers	
Transit-Priority Zones around major transit stations and major bus transfer stops	Keep TPZ approach, but expand to include bicycle access out one mile (actual biking distance) in the 4 cardinal directions from TPZs in the 2006 Plan (and update TPZs, as needed)	Revise bike access distances to reflect the actual biking distances by planning area (based on BART access study data): North: 1 mile Central: 1.5 miles South/East: 2 miles Solicit input from local agency staff and local BPACs on best route alignments.		Priority Geography: Access 1/2-mile-to-one-mile out from TPZs (50% of vision network distances in each Planning Area)	
	NEW: Add bicycle access routes to **Downtowns and Major Commercial Centers.** Specifically three miles (actual biking distance) in the 4 cardinal directions from each activity center (as defined in the 2006 Ped Plan)	Adjust the distances, as needed, with input from local agency staff and local BPACs, to eliminate redundances and to create meaningful connections between activity centers. The goal would be to have the maximum distance stay at 3 miles, unless there is a compelling reason to increase it.		Priority Geography: Access 1.5 miles (or less) out from Downtowns and Major Commercial Centers (50% of vision network distances)	
				Priority Geography: Areas defined as "Communities of Concern" by MTC	

COUNTYWIDE PEDESTRIAN PLAN: Summary of Vision Network and Capital Project Priorities

	Vision			Capital Project Priorities	
2006 Plan: Areas of Countywide Significance	2006 Plan: Specific definitions	02/11 Proposal	Proposed revisions to 02/11 Proposal, based on input	2006 Plan	03/11 proposed: Category Approach
Areas of countywide significance, defined as "places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond." Includes the three areas below:	The specific definitions for what capital projects are considered part of the countywide "network" for each of these three areas is as follows:	Overall, keep same approach	General agreement on "areas of countywide significance", with minor modifications		
Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas	Trails considered to be of countywide significance are inter-jurisdictional paved, shared-use paths (Class I) that link inter-jurisdictional trails, a Class I facility, while desirable, may not be feasible in the foreseeable future. These segments, which may be sidewalks or unpaved trails, still meet the definition of countywide significance.) Projects that improve the intersections of these trails with roadways also meet this definition.	Add new trails, such as East Bay Greenway	Solicit input from agency staff and local BPACs on new trails.		Priority Project Types: - three major regional trails - Inter-jurisdictional routes/gaps/barriers
Public transit, including bus corridors, rail stations and ferry terminals of countywide significance	Pedestrian projects that improve access to transit within one half mile walking distance around all rail and ferry stops and bus trunk lines (as defined by each operator), plus additional bus service in areas of Alameda County where there are geographic gaps in trunk line service. (These additional routes are listed in the 2006 Plan.)	As needed, revise major transit routes/stops considered to be of countywide significance in the 2006 plan, such as the new West Dublin BART station and any AC Transit or Wheels trunk line route changes	Solicit input from agency staff on changes major transit stops or trunk lines.	No Prioritization in Plans (priorities created via funding criteria and locally-submitted projects)	Priority Geography: Continuous access within 1/4 mile of TPZ's
Activity centers, including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks	Capital projects that directly improve pedestrian safety and access within downtowns or major commercial districts are considered to be of countywide significance.	Add new activity centers (or ones that were inadvertently missed in 2006, including those close to county borders in adjacent counties)	Solicit input from agency staff on activity centers to be added.		Priority Geographies: Within Downtowns and within Major Commercial Centers
	Capital projects that directly improve pedestrian safety and access between the entrance to the other six activity centers and the closest bus stop, rail station or ferry terminal to each, provided the distance is within one-eighth mile are considered to be of countywide significance.		Revise access to six other activity centers to be: projects that directly improve pedestrian safety and access to these activity centers, that are within a ¼ mile walk-shed of the activity center.		
					Priority Geography: Areas defined as "Communities of Concern" by MTC

Comments on: Alameda Countywide Bicycle and Pedestrian Plan Updates - **Network Prioritization Approach**

Prepared By: _____

Comments Due By: **Wednesday, April 20, 2011, 5:00pm** to
Rochelle Wheeler, rwheeler@alamedaCTC.org

Agency/Group: _____

PLAN (Bike, Ped, Bike/Ped)	Review Comments	Responses (*staff use*)

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MEMORANDUM

Date: April 7, 2011

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
                    Tess Lengyel, Programs and Public Affairs Manager

Subject: **Countywide Discretionary Fund Program: Future Funding**

Recommendations
It is recommended that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC)
provide input on the proposed approaches discussed below for the Measure B
Bicycle/Pedestrian Countywide Discretionary Fund (CDF) program, and make a
recommendation to the Commission on the extension of the existing grant-funded programs
and on a new CDF matching grant policy.

Summary
Staff are recommending that the next CDF call for projects occur in Fall 2012, after the expected
March 2012 adoption of the Countywide Bicycle and Pedestrian Plan updates. About $2.5
million is anticipated to be available to allocate, with the possibility that other funding sources,
such as the Vehicle Registration Fee bicycle/pedestrian funding, could be combined with the
Measure B funds, resulting in a larger call for projects.

Staff are also recommending that two of the currently operating CDF grant-funded programs
receive a one year time extension, with additional funding to continue operations: the Bicycle
Safety Education program (operated by the East Bay Bicycle Coalition) for up to $100,000 and
the Tri-City Senior Walk Clubs (operated by the City of Fremont) for up to $25,000.

Finally, staff have developed a draft CDF matching funds policy, per the request of the BPAC, for
consideration of the BPAC (Attachment 05E).

Note that this agenda item was discussed in some detail at the February BPAC meeting, and a
general consensus was taken of the group on the action items. Since there was not a quorum at
that meeting, this item is being brought back to the April BPAC meeting for action. A summary
of the BPAC discussion and input is provided below, under each action item.

Discussion

At its meetings in 2010, the BPAC evaluated the last grant funding cycle (Cycle 4) and provided input on the next grant cycle (Cycle 5). This memo reflects these discussions and references BPAC input on these items.

Next CDF Grant Cycle

There have been four grant funding cycles to date for the CDF program. It is typically allocated every two years. The next regularly scheduled CDF grant cycle (Cycle 5) would have had a call for projects in Fall 2010 and funding would have been available from July 1, 2011 through June 30, 2013.

History of CDF Grant Cycles:

Funding Cycle	Allocation Date	Amount of Funding	Maximum allowed grant award
1	Feb 2004	$1.5 M	$600K
2	April 2005	$1.0 M	$500K
3	July 2007	$3.0 M	$1.0 M
4	July 2009	$4.0 M	$1.0 M
	Total	**$9.5 M**	

Since their high in July 2008, Measure B sales tax revenues have decreased substantially due to the economic downturn. Therefore, the amount of funds available for the CDF grant cycle has also decreased. In January 2010, staff recommended against a Fall 2010 call for projects, due to the low funding amount anticipated to be available (about $1.0 million) and to the Countywide Plan updates underway. Staff believed that this amount was generally too low to warrant the staff and BPAC time required to administer a funding cycle.

At this time, staff recommends that the next CDF grant cycle occur in fiscal year 2012/2013, with a call for projects in 2012, and funding available as of July 2013. This is a two year delay from the usual every other year grant funding cycle.

The updates to the Countywide Pedestrian and Bicycle Plans are underway, and it is expected that the Plans will be adopted by the Commission by March 2012. By waiting until the Plans are adopted, the next grant funding cycle can reflect the most current priorities in the updated plans.

Staff are analyzing the expected revenue for a Fall 2012 call for projects. At this time, the expected amount of a call for projects is $2.5 million.

In addition to the Measure B sales tax funding, other discretionary funds, such as the Vehicle Registration Fee, may also be added to this (and future) funding cycles. Draft guidelines for the VRF will be released within the next month.

Extensions for Current and Ongoing Program Grants
In the last funding cycle (Cycle 4), four grants were allocated for education/promotion programs, as listed below.

Programs funded in Cycle 4:

Program	CDF Grant Amount	Other Funds	Total Project Cost
Safe Routes to Schools	$820,000	$1,075,000	$1,895,000
Bicycle Safety Education Program	$215,401	$4,800	$220,201
Tri-City Senior Walk Clubs	$52,000	$15,000	$67,000
TravelChoice New Residents	$175,000	$178,000	$353,000
Total	**$1,262,401**		

Of these, two programs could be called "ongoing" programs since fairly similar efforts were funded over two funding cycles. These are Safe Routes to Schools (SR2S) and the Bicycle Safety Education Program, both of which were funded in Cycles 3 and 4. Both programs have countywide significance, are specifically called for in the current Countywide Bicycle and Pedestrian Plans, have been very successful and were expanded in their second grant.

All of these programs are currently funded through June 2011. As there was no call for projects last Fall, none of these programs were able to apply and compete for continued Measure B funding. This issue was discussed at several BPAC meetings in 2010.

Staff recommends evaluating all four of the currently operating programs in the same manner for additional funds. Staff recommends providing funding for an additional one year period only to those programs that are effective, that would like to continue operating as a countywide program and that do not have other funding sources to continue operations beyond June 2011, as described below. Staff will re-evaluate each program in early 2012, and bring a recommendation to BPAC on if and how to continue funding for these four programs.

Safe Routes to Schools: The Metropolitan Transportation Commission (MTC), provided regional funding for SR2S, and the BPAC and the Alameda CTC approved using $420,000 in Measure B funds to match this regionally-provided funding. The current Kindergarten through 8th grade SR2S program (plus an expansion to high schools and new commute alternative and capital programs) is funded through these MTC funds from July 1, 2011 through June 30, 2013. A Request for Proposals will be released in April 2011 to provide these services. Hence, further CDF funding is not needed at this time.

BPAC Input at February 2011 Meeting: The BPAC concurred with this approach.

Bicycle Safety Education: The current grant program provides bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and also to some children. The program operates throughout the county. The current grant program status and performance measures, as of December 31, 2010, can be seen in Attachment 05A1. The grant

sponsor, the East Bay Bicycle Coalition (EBBC), also recently conducted a survey of class attendees, which is included in the same attachment.

Because this is considered a program that provides a core service of bicycle safety education to county residents, staff recommends extending the program for one year with up to $100,000 in CDF funds. This is a little less than half of the current grant. The sponsor is meeting or exceeding most of the two-year grant period goals, but even so, expects to have some cost-savings at the end of the grant period. The sponsor has also secured some outside funding for additional classes in Oakland and Berkeley.

> *BPAC Input at February 2011 Meeting:* The BPAC concurred with this approach. At the meeting, Dave Campbell of EBBC distributed a handout describing their draft proposal for funding for this third year and what would be accomplished. This draft proposal, which is being used as a starting point in negotiating the final amount and number and type of classes, is included as Attachment 05A2. In general, Alameda CTC staff would like to see the number of classes at least stay the same, and perhaps increase where there is high demand.
>
> At the meeting, the BPAC asked questions about the number of people reached, effectiveness in reducing collisions, and how outreach is conducted. The five BPAC members present were unanimously supportive of continuing funding for the program at the recommended amount of up to $100,000.

Tri-City Senior Walk Clubs: This program, which will establish 12 walking clubs that teach seniors in the Fremont, Newark and Union City area, safe walking skills and encourage them to walk more through a 16-week course, has been highly successful over the past 18 months of operations. (See Attachment 05A3 for the current progress report.) Staff have confirmed that the project sponsor (City of Fremont) would like to continue the program in the coming fiscal year. Staff recommends extending the program for one year with up to $25,000 in CDF funds.

> *BPAC Input at February 2011 Meeting:* The BPAC concurred with this approach. The BPAC members present were generally in favor of allocating the recommended funding amount, and made the following comments:
> - the program is successful, which is unusual for these types of efforts, so it should be continued
> - concerns about another ongoing/annual program
> - would like to see more exploration of long term funding other than Measure B
> - programs like this create culture change, which is important
> - would like to see it expand to other parts of the county.
>
> Since the February meeting, staff have worked with the City of Fremont to determine what would be offered in this third year of funding. The project sponsor would add an additional six walking clubs, bringing the total to 20 clubs over a three year period. The sponsor will also develop an evaluation that will analyze lessons learned from project

development and implementation, and will include a report on project sustainability and possible project expansion to other parts of the county.

TravelChoice New Residents: This program, which will provide information about transportation alternatives to people when they move into new multi-unit buildings, had a delay in starting due to securing the matching funds. The program timeline (but not budget) has already been extended by one year through June 2012, therefore no additional funding is being recommended at this time.

> *BPAC Input at February 2011 Meeting:* The BPAC concurred with this approach.

New Proposed Matching Funds Policy
At its September 2010 meeting, BPAC members requested that staff develop a draft policy for using CDF funds as matching funds. This request arose after the BPAC reviewed matching funds requests for both the Safe Routes to Schools Program and the BikeMobile projects. The BPAC expressed concern that the overall funds available for the next call for projects could be severely diminished by providing matching funds, and that there should be a process in place to evaluate requests for matching funds.

Staff developed the attached draft policy (Attachment 05B) for review and input by BPAC.

> *BPAC Input at February 2011 Meeting:* The BPAC spent only a short amount of time discussing this item, and no consensus was taken. The feedback was:
> * Perhaps the policy should be written as a guideline to evaluate matching fund requests, rather than setting aside a specific annual funding amount.
> * Could remove the "$100K" per year annual amount from the policy.
> * Do we want sponsors to be able to apply for both our matching funds and any grant funds (during a grant cycle)?
>
> Based on the above input, and further review of the draft policy, staff have made some modifications to the version presented at the February meeting. The revisions can be seen in strikeout in the attached policy (05B). Staff requests further BPAC input on the proposed policy.

Next Steps
Staff will bring the BPAC's recommendations on the grant extensions and the matching funds policy to the Commission for their approval.

Attachments
05A1. Bicycle Safety Education Program: Progress Report, Bicycle Safety Education Program Survey Results, Class Evaluation Form and Summary Results
05A2. Bicycle Safety Education Program: Year 3 Funding Proposal
05A3. Progress Report for Tri-City Senior Walk Clubs Program
05B.   Draft CDF Matching Funds Policy
05B1. CDF Program Guidelines (2008)

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EAST BAY BICYCLE COALITION
P.O. BOX 1736   OAKLAND   CALIFORNIA   94604
BERKELEY BIKE STATION   2208 SHATTUCK AVE

January 31, 2011

Ms. Tess Lengyel
ACTC
1333 Broadway, Suite 300
Oakland CA 94612

Re: Progress Report July 1, 2010 to December 31, 2010

Dear Tess:

Enclosed please find Project Progress Report for the Bicycle Safety Education Program.

Please let me know if you have any questions.

Sincerely,

Bonnie Wehmann
Education Director

Enclosures: Street Skills Course Follow-Up Survey Results, Bike Ed Course Feedback Compilation
Results, Sample Traffic Skills 101 Course Feedback Form, East Bay Express Advertisements

EAST BAY BICYCLE COALITION

P.O. BOX 1736   OAKLAND   CALIFORNIA   94604
BERKELEY BIKE STATION   2208 SHATTUCK AVE

ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT

PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT NUMBER: 1

REPORTING PERIOD: **From:**Jul 1, 2010   **To:**Dec 31, 2010

PROJECT SPONSOR: East Bay Bicycle Coalition

PROJECT TITLE: Bicycle Safety Education Program

ACTIA PROJECT No: A09-0025

STATUS

Ongoing

ACTIONS (In this Reporting Period)

Conducted Traffic Skills 101 Classes, Train-the-Trainer Sessions, Family Cycling Workshops, Kids Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes, and Police Diversion Outreach

ANTICIPATED ACTIONS (In Next Reporting Period)

Same, plus community-based kids bike rodeos, more Family Cycling Clinics, how-to-ride-a-bike classes and completion of materials translation into Spanish.

SCHEDULE CHANGES

     The project remains on schedule, as shown in Attachment B of the Agreement.

X   The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes will be submitted shortly.

SCOPE CHANGES

     The project description is unchanged, and is the same as shown in Attachment A of the Agreement.

X   The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes will be submitted shortly.

BUDGET

    The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.

X   Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes will be submitted shortly.

EXPENDITURES

    A Request for Reimbursement is included with this Progress Report.

X   No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

        A Request for Reimbursement was submitted within the last six months, on this date: (*enter date here*)

        No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

    At this time we anticipate no problems on the project.

X   We anticipate problems in the following area(s) and would appreciate any assistance you could offer: (*enter description of any areas of concern and type of assistance requested here*)

    We anticipate problems in the following area(s) but do not feel we need your assistance at this time We have discussed with ACTC staff future funding opportunities and expect to submit a grant amendment request soon to outline our funding strategy moving forward.

PUBLICITY

X   Updated and accurate project information is included, with a link to ACTC's website, at the following web address: www.ebbc.org/safety

    An article which highlighted this Project was published on the following date(s) in the publication(s) listed:

SIGNALS

X   Signal modifications are not part of the Project.

    Signal modifications are part of the Project.

Considered   Included   *(please check the appropriate box)*

        Audible Pedestrian Signals

        Adjustable Pedestrian Timing

        Emergency Vehicle Pre-Emption

CONTRACT REPORTING

      Form attached (required for Project Progress Report No.'s 2 and 4).

X   Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

      There are no Performance Measures for this project.

X   There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

ATTACHMENT D
PROJECT PERFORMANCE MEASURES

Project Performance Measures: Table D-1 describes what outcome-based performance measure you plan to evaluate to ensure that the project/program is meeting its objectives.

	Table D-1: Project Performance Measures and Targets				
Performance Measure	Target	Reporting Period 1	Reporting Period 2	Reporting Period 3	Totals to Date
Number of attendees at all Day 1, Adult Bicycle Safety Classes	600	137 (9 Day One Classes)	278 (12 Day One Classes)	136	551
Number of attendees at all Day 2, Adult Bicycle Safety Classes	280	32 (2 Day Two Classes)	73 (3 Day Two Classes)	41	146
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Spanish	60	0	0	0	0
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Chinese	30	0	0	0	0
Number of attendees at all Family Cycling Clinics	160	56 (1 Family Cycling Workshop)	66 (2 Family Cycling Workshops)	97	219
Number of attendees at all How-to-Ride-a-Bike Classes	80	0	20	0	20
Number of trained trainers	25	10 (1 Train-the-Trainer Session)	10 (Train-the -Trainer Session)	15	30
Number of attendees at all Brown Bag Lunches	300	0	93 (6 lunchtime workshops)	45	138
Number of attendees at all Kids Bike Rodeos	2450	123 (2 Kids Bike Rodeos)	391 (5 Kids Bike Rodeos)	180	694
Number of Police Department citation diversion programs	1 program	0	0	0	0

Number of Police Department citation diversion opt-in programs	10 opt-in programs	7 Police Departments in the opt-in program	7 Police Departments in the opt-in program	8	8

Bicycle Safety Education Program
Update: Reporting Period: July 1, 2010 thru Dec 31, 2010
ACTIA BPAC

Overall this past Summer/Fall 2010, the East Bay Bicycle Coalition put on seven (7) Traffic Skills 101 Classroom Workshops with 135 participants from Alameda County (159 total including 24 from outside Alameda County); two (2) Road Classes with 41 participants from Alameda County (48 total including 7 from outside Alameda County); three (3) Family Cycling Workshops with 97 participants from Alameda County; three (3) Kids Bike Rodeos with 188 participants; one (1) Train-the-Trainer workshop with 15 participants and one (1) Lunchtime Commute Workshop with 45 participants. We worked with police departments in Pleasanton, Dublin, Fremont, Newark, Union City, UC Berkeley, Oakland and Berkeley to promote the classes through an opt-in diversion program.

Marketing:
Our marketing efforts continued as they had the prior Winter/Spring, with marketing through our organizational outreach, thru affilliated organizations, online, social networking sites, and media advertising. Our primary paid marketing efforts were with the East Bay Express (copies included). As a result, online registrations and attendance continue to remain strong and increase.

Review and looking ahead:
Attendance continues to remain strong in the North part of Alameda County and is increasing slowly in the rest of the County. We are in the process of finalizing a Proposed Amendment to our Grant Agreement with ACTC for rolling over remaining funds into Years 2011-12 and 2012-13 to fund a reduced schedule of classes funded through ACTC, but that will be augmented with funding from other sources to keep a healthy array of classes throughout the County. The Proposed Amendment will be submitted shortly and will include the following proposed schedule of classes for the first six months of 2011:

Traffic Skills 101 Classroom:	8
Traffic Skills 101 Road Course:	2
Traffic Skills 101 Spanish:	2
Traffic Skills 101 Chinese:	0
Family Cycling Workshops:	2-4*
Kids Bike Rodeos:	7-10*
How-to-Ride-a-Bike Classes:	2
Lunchtime Commute Workshops:	5
Train-the-Trainer:	2
Police Diversion Opt-In:	3 additional
Police Diversion Full:	1

* depending on demand

Police Diversion:
We currently have police departments in the following cities working to promote our bicycle safety classes and encourage cyclists to sign up for the classes: Berkeley, UC Berkeley, Fremont, Union City and Newark, Dublin. We are still working with Oakland on issues about how the process is going to work and what the governing laws and policies that control. Generally, what we do every quarter for police diversion work is send out our materials to the participating police departments, follow up to confirm receipt and check back to see if they need more. They all know what to do and how to distribute and use while doing enforcement.

We are currently working with the UC Berkeley Police Department to establish diversion training on campus and with the City of Berkeley Police Department to join this program. Meetings are ongoing in January and February 2011 in this regard. In addition, we are meeting with the City of Alameda Police Department in early February to discuss potentially setting up a diversion in that City.

Survey Results:

We compiled a summary of our course feedback information.   Included is the Compilation of Results from our Bike Education Course Feedback Forms and our Street Skills Follow Up-Survey results.

The Course Feedback is a one page form Traffic Skills 101, enclosed. Traffic Skills is a two part course, the first being a classroom course and the second being on the road with bikes. This feedback form is completed at the end of the road course. Areas rated on the form are information covered during the class and instructor knowledge. Ratings are on a scale of 1 (poor) to 6 (excellent). Information covered in the class scores show mostly 4, 5 and 6. On instructor knowledge, scores are mostly 5 and 6. Overwhelmingly students indicated a strong indication of feeling more confident and indication or planning to ride more.

Our Street Skills Course Follow-Up Survey results were collected from an online poll for students who attended our courses over the last two years. We received 150 responses out of 800 requests sent out.

An impressive 76 percent said they more regularly ride outside of the door zone, and 46 percent avoided collisions because of what they learned in the class. "I am much more conscious of the door zone and stay out of it. I try to ride in a logical spot on the road where cars will see me and behave predictably. This has improved my cycling experience very much. It is now rare that I have scary run-ins with cars; I ride every day and used to get rattled a lot. Now I have a better experience, I'm more confident and I worry much less. I am very glad I took the class and look forward to taking it again in the future to buff up my skills!" said another respondent.

80 percent of those who took the class felt it benefited them so much that they were motivated to encourage others to take the course. Also, 88 percent encouraged others to ride a bike after taking the course. Analysis over time indicates that cyclists who take the courses are increasing their trips by bike over time.

While the courses gave cyclists confidence to bike more, the majority of cyclists reported many deterrents to bicycling. Respondents would bike more if there were more bike lanes (83%), if motorists were more aware of cyclists and yielded more often (81%), if there were more physically separated bike paths (81%), and if there were more secure bike parking spaces (74%).

Included in the report were suggestions of improvements that were not reflected in the Course Feedback we receive at the end of a class. The following were suggested from many respondents. One was hands on bike maintenance would be preferred to demonstrating bike maintenance. Another suggestion for the road course was less indoor sitting and more time on the bikes.

We're currently revising our two-part course. The classroom course is being revised by shortening the PowerPoint presentation and adding hands-on how to change a flat tire. The road course will now be slightly shorter in length (5-5 ½ hours) and have more time for riding with the mechanical removed. We will suggest more in-depth mechanical courses at specific bike shops. We also hope to get a larger number of students attending the road course if it can be covered in half a weekend day instead of a full one.

SmartCycling

TRAFFIC SKILLS 101

course feedback

League of American Bicyclists

Instructor Name: _____   Date of Course: _____

Course Location: _____

Instructions: Circle the number for each question that best indicates the value of that part of the course to you personally. One (1) is the lowest score, while six (6) is the highest score.

1. The information covered was understandable and useful:

Cyclist Development:	(Poor)	1	2	3	4	5	6	(Excellent)
Bicycle Maintenance:	(Poor)	1	2	3	4	5	6	(Excellent)
Bicycle Gearing:	(Poor)	1	2	3	4	5	6	(Excellent)
Traffic Skills:	(Poor)	1	2	3	4	5	6	(Excellent)
Road Riding Environments:	(Poor)	1	2	3	4	5	6	(Excellent)

2. The instructor was knowledgeable and helpful:

Demonstrations:	(Poor)	1	2	3	4	5	6	(Excellent)
Classroom topics:	(Poor)	1	2	3	4	5	6	(Excellent)
Maintenance:	(Poor)	1	2	3	4	5	6	(Excellent)
On-road instruction:	(Poor)	1	2	3	4	5	6	(Excellent)
Answering my questions:	(Poor)	1	2	3	4	5	6	(Excellent)

Instructions: Please provide your candid comments about this course. Feedback from participants is extremely valuable in shaping course content, format and emphasis.

3. As a result of the riding instruction, do you feel more confident about riding in traffic than before taking this course?
☐ Yes ☐ No

4. Do you plan to bicycle more in the future than you did before taking this course? ☐ Yes ☐ No

5. Was the total number of course hours: ☐ Too long ☐ Too short ☐ About right

6. Was the Student Notebook useful during class? ☐ Yes ☐ No

7. Do you foresee the Student Notebook as a helpful future reference? ☐ Yes ☐ No

Please explain: _____

8. Would you recommend this course to a friend: ☐ Yes ☐ No

Why? _____

9. What did you find the most useful and helpful about this course?

_____

10. How could this course be made better?

_____

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STREET SKILLS COURSE

FOLLOW-UP SURVEY RESULTS

Summary

Over the past five years The East Bay Bicycle Coalition (EBBC) has taught street skills classroom workshops and road classes throughout Alameda County. The courses are offered several times a year at no charge and are led by League of American Bicyclists certified instructors. They provide cyclists with tips, strategies, rights and responsibilities to ride safely on busy streets.

The Classroom Workshop is a 3.5 hour class where cyclists learn the basic rules of the road, how to dress and equip bicycles, helmet fitting, using transit, safety information and the main principles of riding predictably, visibly, and communicating with motorists with actions and signals.

The Road Class is a 6.5 hour, on-road, on-bike practice session. Cyclists work in small groups with instructors to improve handling skills, emergency maneuvers, and ability to safely share the road with other traffic.

To evaluate the effectiveness of the bicycle safety education classes, on September 27th 2010, EBBC sent out a 23-question survey (Appendix A) to 800 people who had registered for either of the courses within the last two years. The survey is intended to improve the classes by better understanding the needs of cyclists and how to help them become more confident and safer riders.

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Survey Results

Of the 800 survey requests sent out, 150 people completed the survey resulting in a 19 percent response rate (See Appendix C for all answers). This provides a 7.15 confidence interval at a 95 percent confidence level. This means there is a 95 percent probability that the following responses reflect the general population of those who took the safety class with a margin or error plus or minus 7 percent.

As shown in Chart 1 below, 68 percent of survey respondents who took one of the street skills courses are female and 31 percent are male. Chart 2 shows that the majority (32%) of respondents who took the class were between ages 36-45, with an average age of 44. Eighty percent of respondents who took the class are a resident of Alameda County as shown in Chart 3.

Chart 1. What is your gender?

Prefer not to say 1%

Male 31%

Female 68%
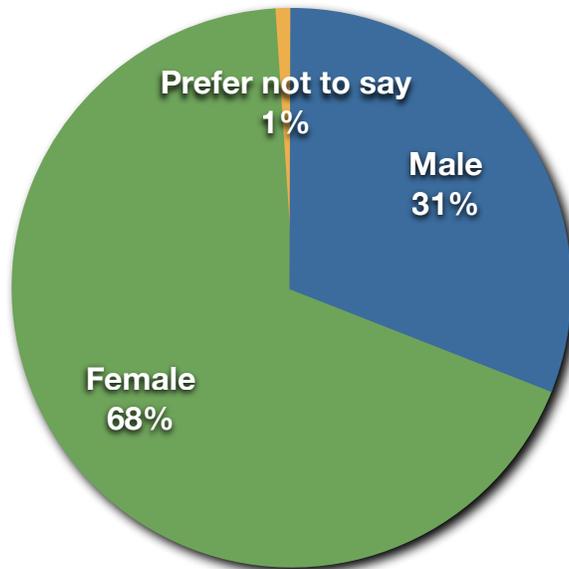
Chart 2. What is your age
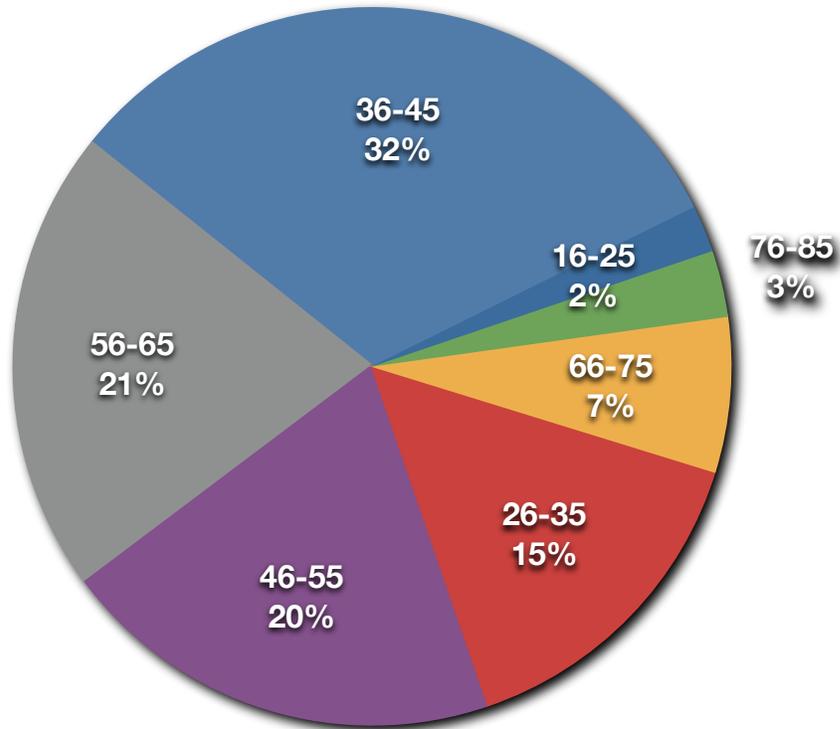
Chart 3. Are you a resident of Alameda County?
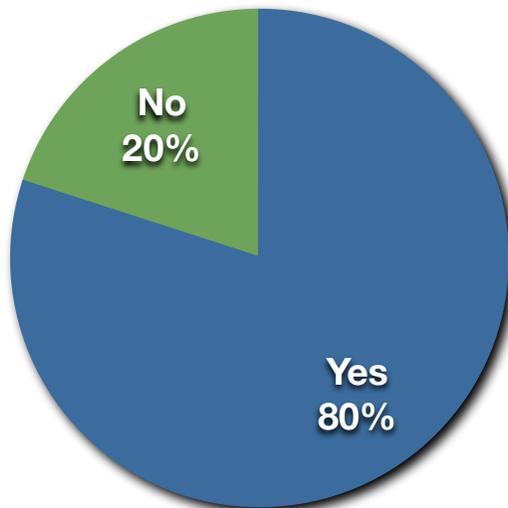
The majority of respondents (32%) took the classroom workshop in Spring 2010, 14 percent took the class Fall 2009 and 12 percent did so Spring 2009. Since 2006, the Spring classroom courses have been the most popular. About 2 percent of respondents did not take the classroom workshop. (Note: "Other Values" includes responses with less than 3 percent.)

Chart 4. When did you take the EBBC Day 1 Street Skills Classroom Workshop?
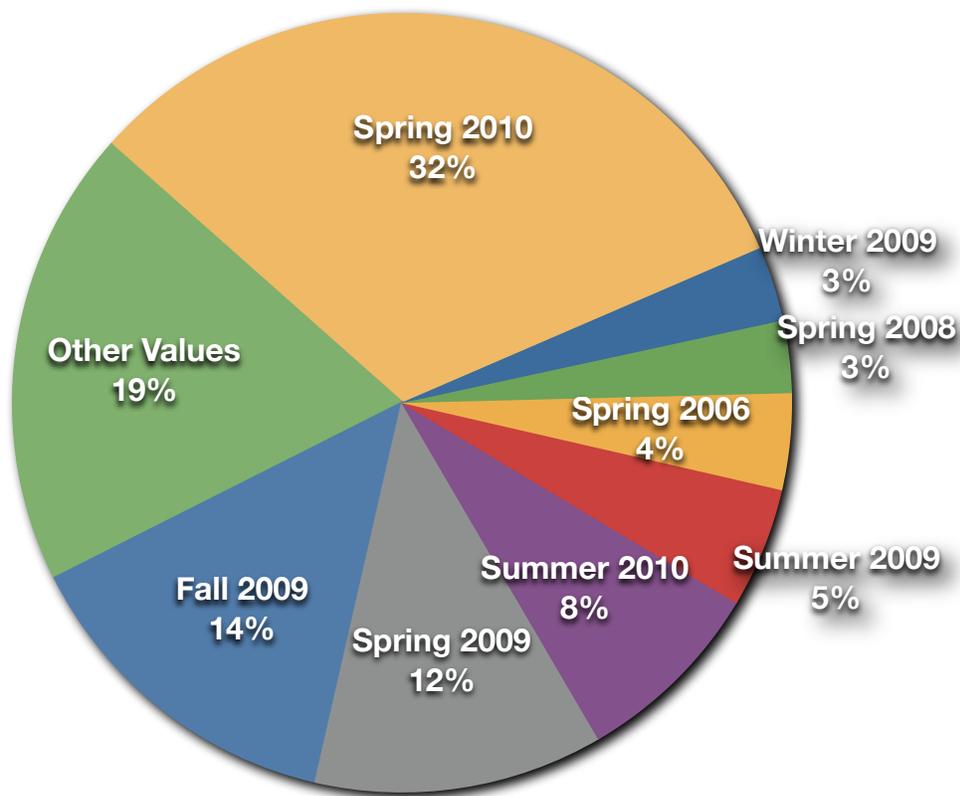
Nearly half (48%) of respondents did not take the road class. The majority (12%) of the respondents who did take the class attended Spring 2010. Eight percent took the class Fall 2009 and 8 percent did so in Summer 2010. Since 2006, the Spring and Summer road courses have been the most popular. (Note: "Other Values" includes responses with less than 3 percent.)

Chart 5. When did you take the EBBC Day 2 Road Class?
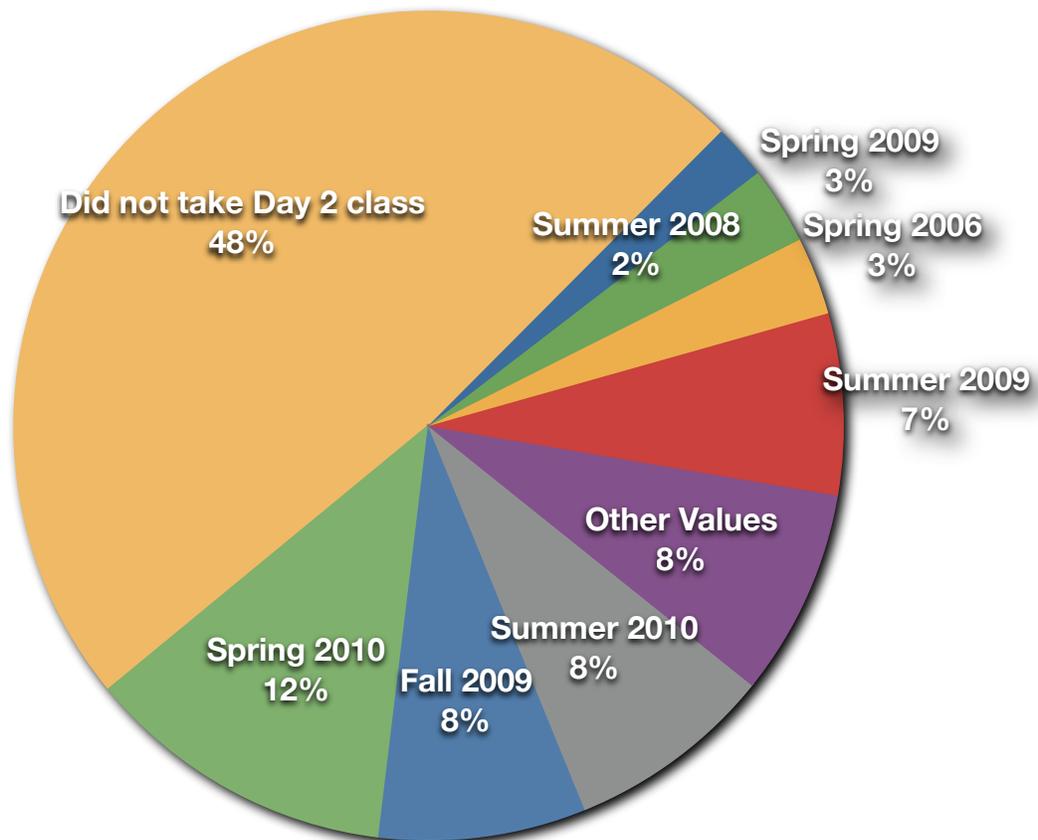
Before taking the classroom workshop, the respondents averaged 3 round trip bicycle trips and 16 miles during a typical summer week. After taking the class, on average the participants took 1.2 more bike trips and biked 8 more miles per week. Fourteen percent of respondents went from taking zero trips to taking at least one trip per week. Nine percent of respondents went from biking zero miles to biking at least one mile during a typical summer week.

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Chart 7. BEFORE taking the EBBC class how many bike trips (round-trip) did you take during a typical summer week?
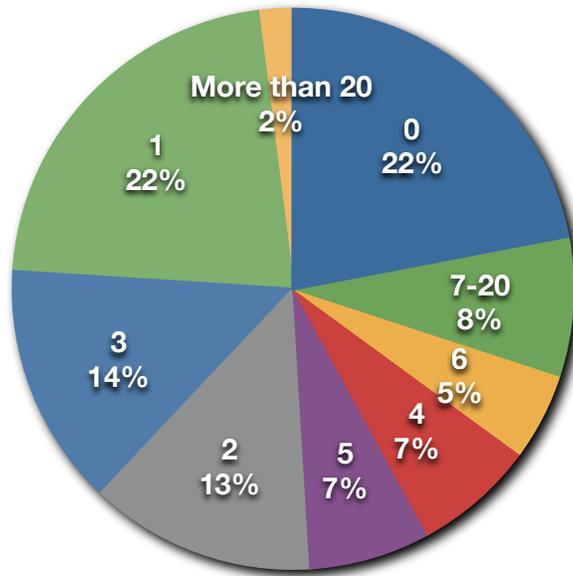
Chart 8. AFTER taking the EBBC class, how many bike trips (round-trip) do you take during a typical summer week?
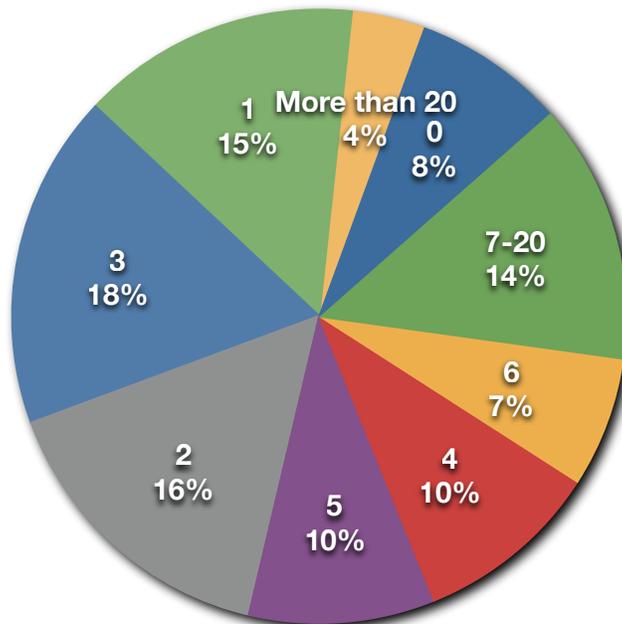
Chart 6. BEFORE taking the EBBC class, how many bicycle trips (round-trip) did you take during a typical summer week?
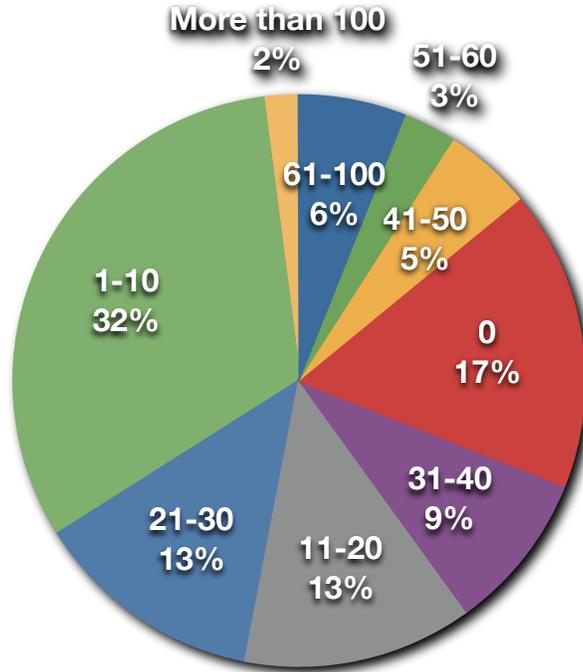
Chart 9. AFTER taking the EBBC class, how many miles do you bicycle during a typical summer week?
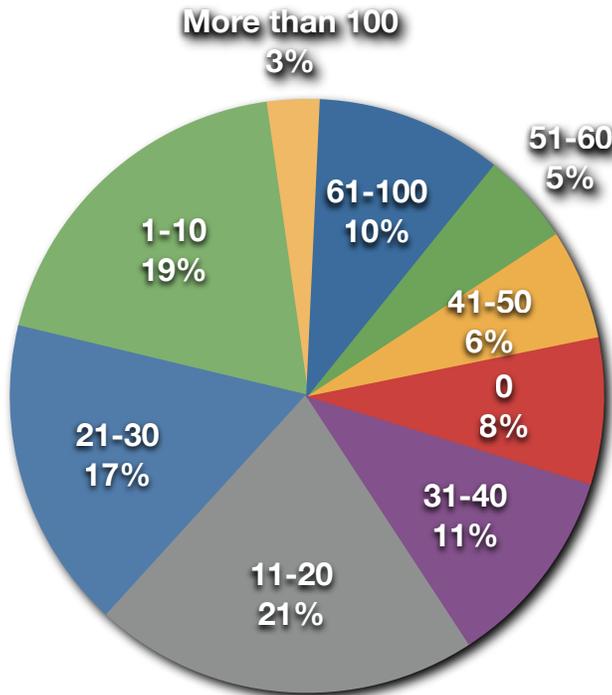
As shown in Table 1 below, after taking the classroom workshop, on average 30 percent of respondents round-trip bike trips replaced an auto trip.

Table 1. AFTER taking the EBBC class what percentage of your bike trips (round-trip) replaced a car trip?

Percent of Bike Trips	Number of Respondents	Total
100%	9	900%
90%	6	540%
80%	9	720%
70%	6	420%
60%	1	60%
50%	12	600%
40%	3	120%
30%	14	420%
20%	1	20%
10%	30	300%
1%	6	6%
0%	41	0%
Total	**138**	**4,106%**

Since taking the workshop, 49 percent of respondents reported the number of trips they take by bike increased either somewhat steadily, steadily or quickly. Eleven percent indicated the number of trips by bike they took increased quickly.

Chart 10. Since taking the class how has the number of bike trips you take changed?

Page 54
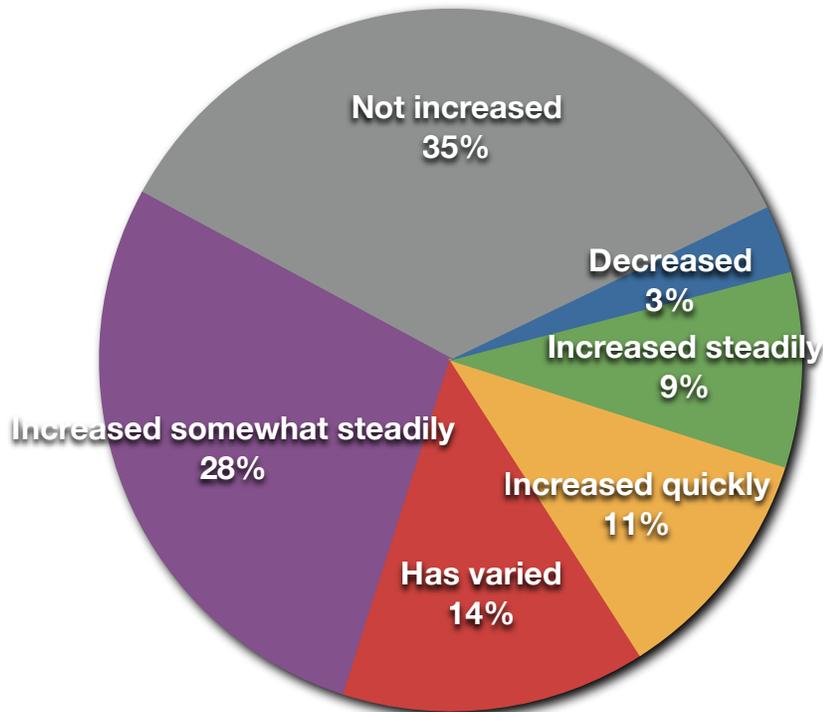
After taking the class, the greatest increase in bike trips by type of trip was recreational riding (52%) followed by solo bike trips (45%) running errands by bike (43%) and shopping (35%).

Chart 11. Which of the following bike trips do you take more often now compared to before you took the class?

Type of trip	Percentage
Recreation	52%
Riding solo	45%
Errands	43%
Shopping	35%
Commuting to work/school	31%
Visiting friends	25%
In hot weather	25%
In cold weather	25%
At night	24%
Entertainment (movies, dining, etc)	21%
Work-related trips (during work-time)	20%
Take children out biking	19%
In rain	16%
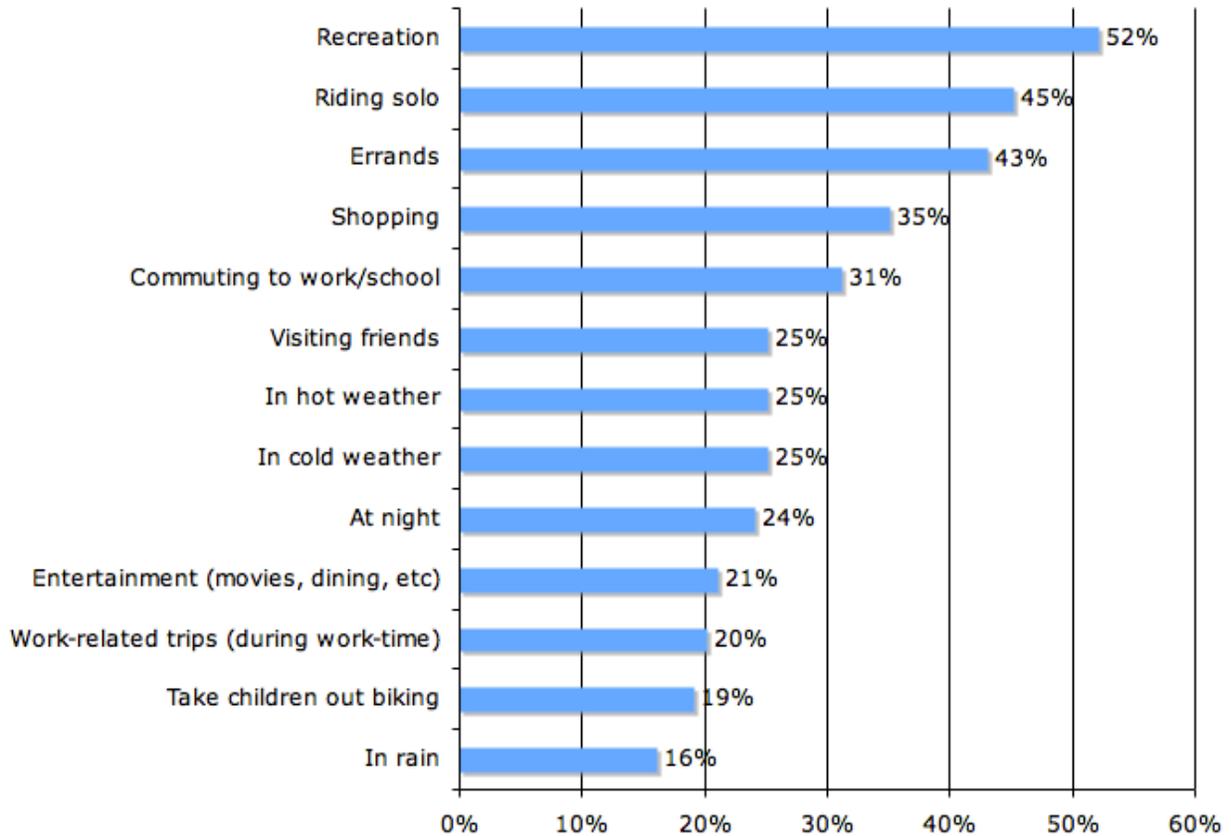
After taking the class, 76 percent of respondents said they more regularly ride outside of bike lanes that are not wide enough to stay out of the door zone, with 40 percent saying they do much more regularly. Sixty-nine percent of respondents take the lane more often, 61 percent check over their shoulder more regularly, 59 percent use hand signals more regularly, 43 percent ride on busy arterials more regularly, 47 percent make more multi-lane left turn movements, 41 percent stop more often at stop-signs and 38 percent stop more often at stop lights.

Chart 12. Which maneuvers do you do more regularly now compared to before you took the class?

Maneuver	Percent
Ride outside of bike lanes in door zone	76%
Take the lane on a narrow lane roadway	69%
Shoulder check	61%
Use hand signals	59%
Multi-lane left turn movements	47%
Ride on busy arterials	43%
Stop at stop-signs	41%
Stop at stop-lights	38%
A rock-dodge maneuver	31%
Wear a helmet	23%
An emergency right turn	14%
An emergency braking	14%
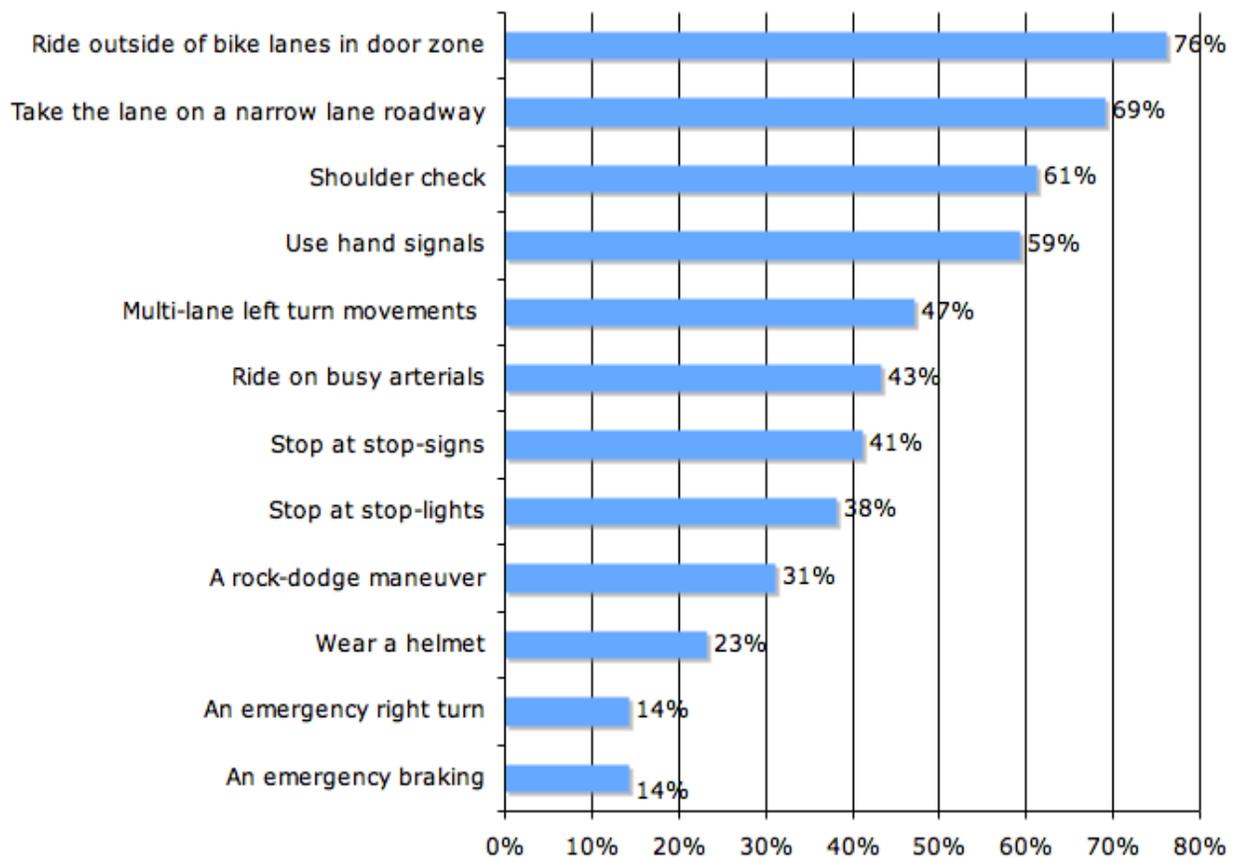
After taking the class, 58 percent of respondents equipped their bicycle with a tail light, 48 percent added a head light, 31 percent added a bell and 28 percent added a bicycle rack.

Chart 13. After you took the class did you equip your bicycle with any of the following accessories you didn't have before you took the class?
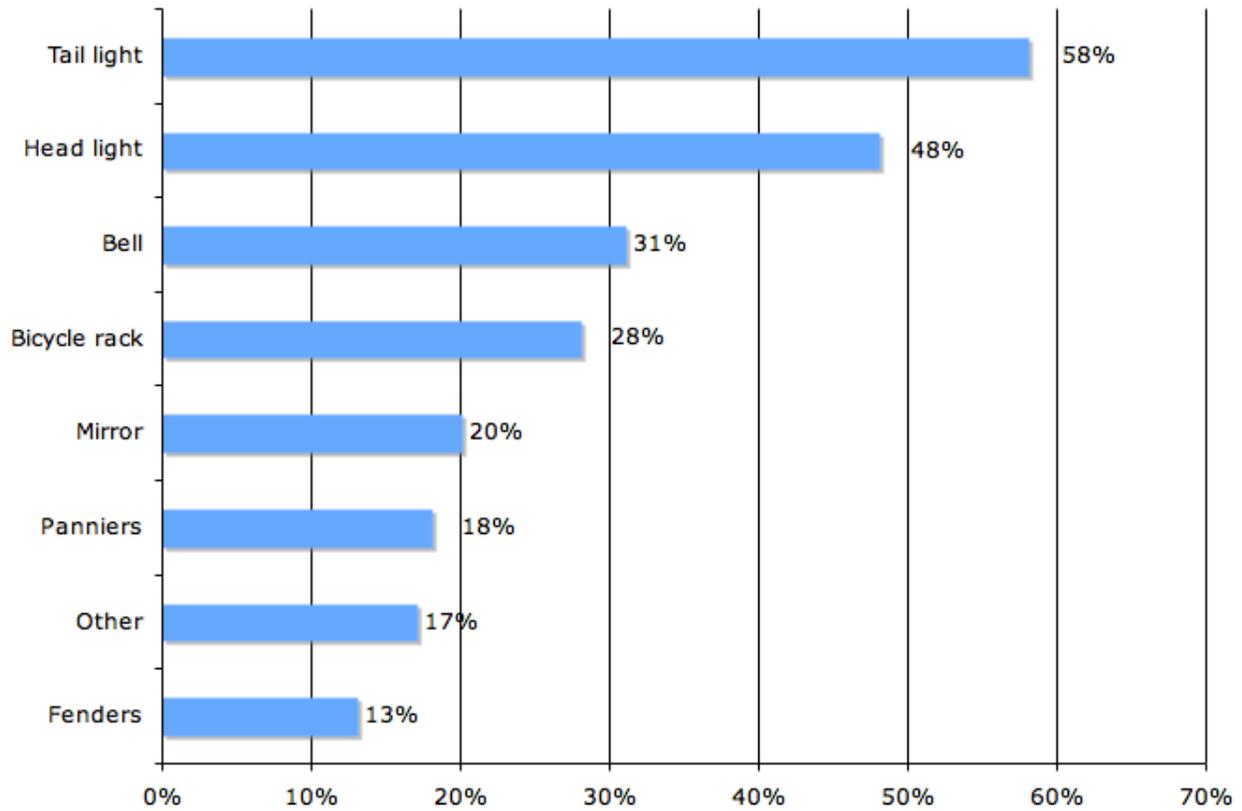
After learning techniques from the classes 40 percent of respondents pump their tires up more often, 33 percent oil their chains more often, 30 percent added accessories to their bikes, 22 percent adjust their breaks more regularly, and 21 percent adjust their gears and fix flats more often.

Chart 14. How often do you fix the following on your bike yourself after taking the class compared to before taking the class?
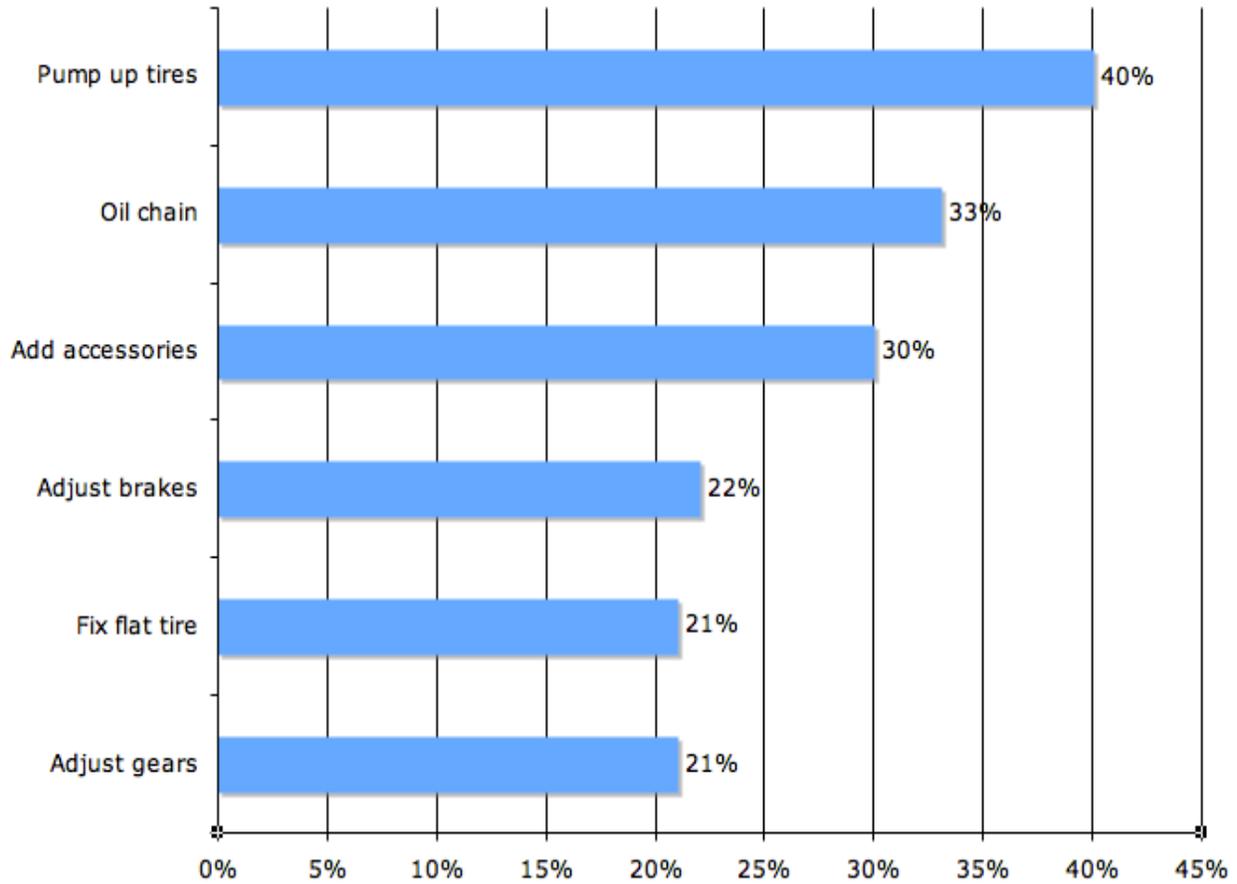
Sixty-six percent of those who took the class encouraged a few people to ride a bike, and 22 percent encouraged many people to ride a bike. As shown in Chart 16, 60 percent encouraged a few people to take the street skills class and twenty percent encouraged many people to take the class. Of those they encouraged to take the class, 25 percent ended up taking the class while 52 percent of respondents are not sure whether they took the class, illustrated in Chart 17.

Chart 15. After taking the class how many people did you encourage to ride a bike?
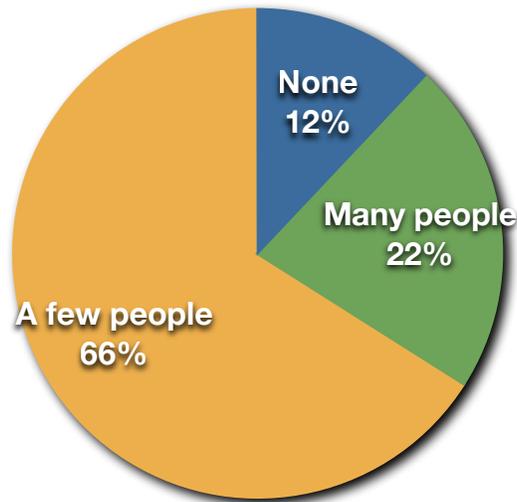
Chart 16. After taking the class how many people did you encourage to take the street skills class?
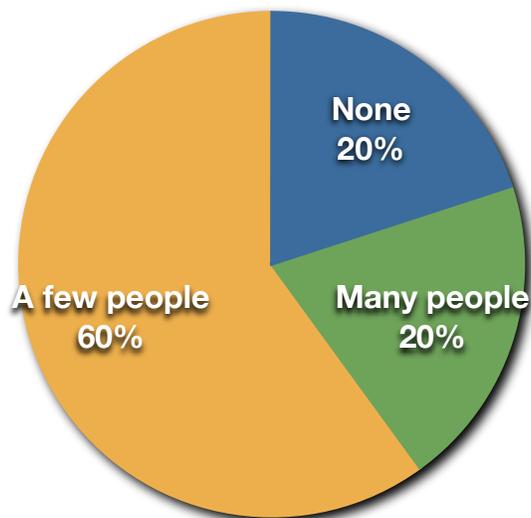
Chart 17. Did anyone you encouraged take the class?
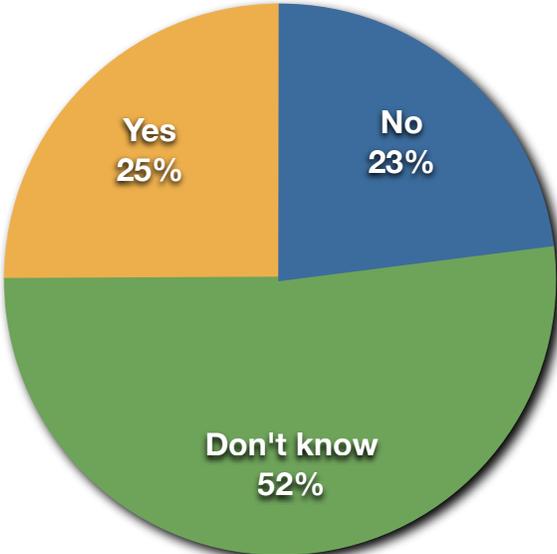
Seventy-nine percent of respondents feel more confident riding their bikes on busy streets as well as on calm streets after taking the class. Forty six percent avoided collisions because of what they learned in the class. Forty four percent have requested a more advanced class, and 28 percent would like a refresher class.

Chart 18. After taking the class, how do you feel biking in the street?
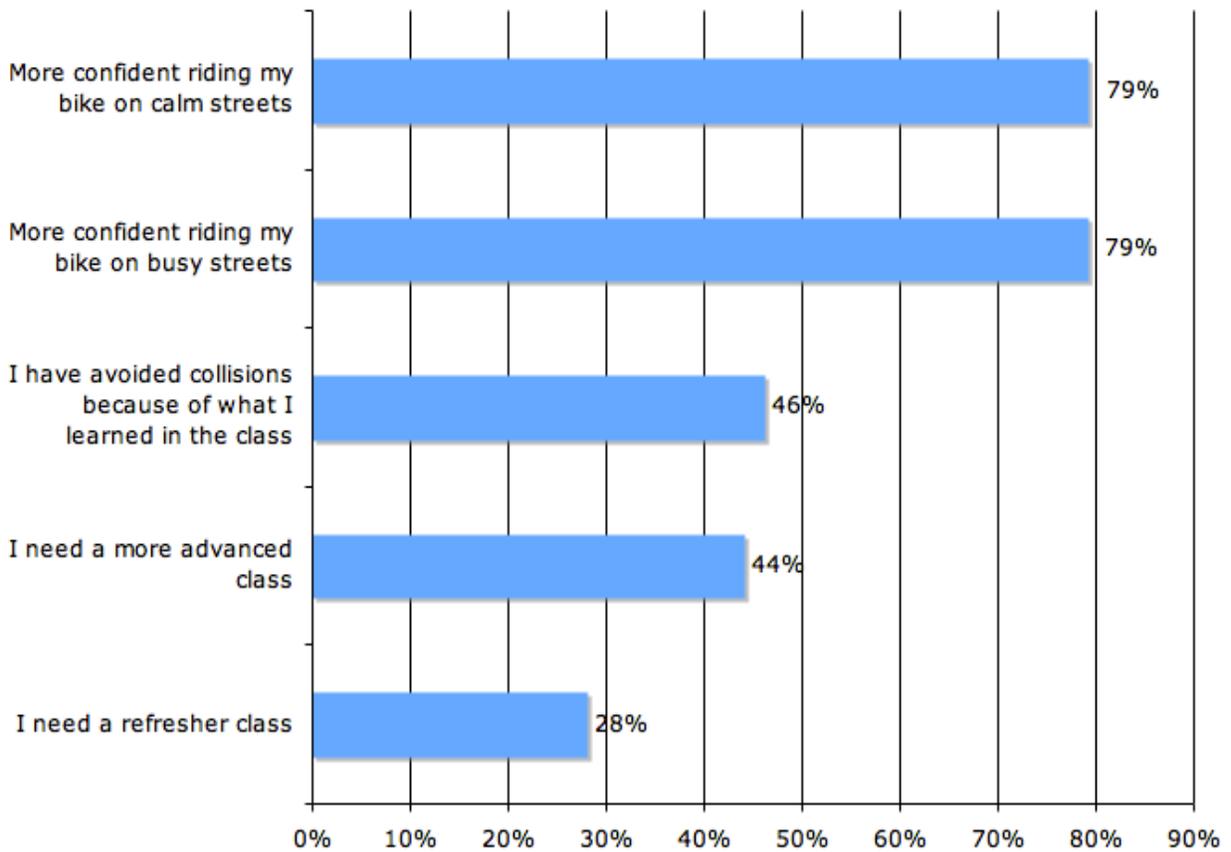
The majority of survey respondents who took the class would bike more if there were more bike lanes (83%). They would also bike more if motorists were more aware of cyclists and yielded more often (81%) if there were more physically separated bike paths (81%) and if there were more secure bike parking spaces (74%).

Chart 19. Under what conditions would you bike more?
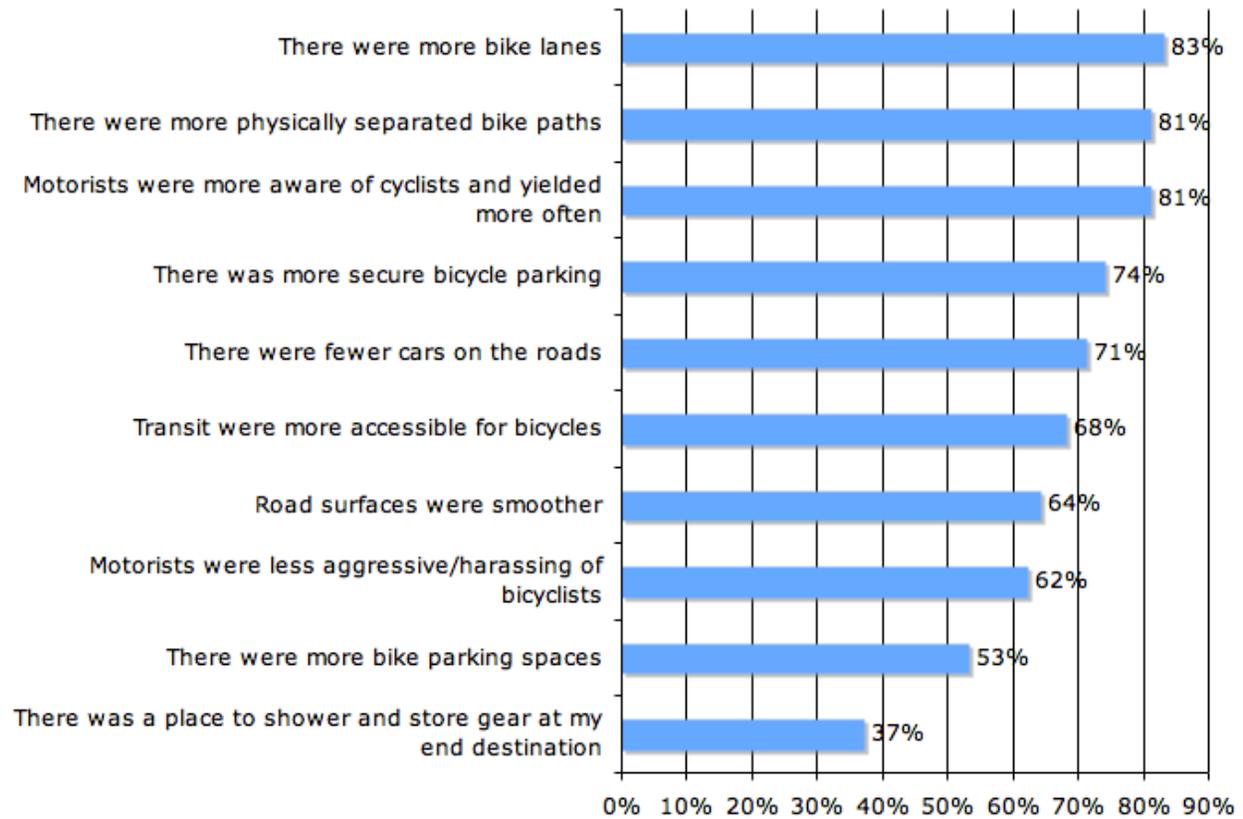
Open Ended Answers

There were two open ended questions at the end of the survey (See Appendix B for all answers). The first asks what participants would change about the courses. There were 70 responses to this question, 29 percent positive, 10 percent negative and 61 percent suggestions. Some of the positive responses are:

> "I thought the classes were great, they significantly boosted my riding confidence and frequency of bike trips."

> "I was pleasantly surprised by how much I learned and how much attention we all got during the road class."

> "I thought the class was fabulous. Knowledgeable, enthusiastic, motivating presenter. Great information, extremely well presented."

Some of the negative comments said the classes were too long and drawn out.

Of the suggestions, 55 percent would like to expand the courses to offer during different days and times, more locations and a separate course just for bike maintenance. Twenty-eight percent would like to have more of the class time devoted to on-road practice and 17 percent had comments about the duration and timing of the classes.

Chart 20. What, if anything, would you change about the courses?

Page 63
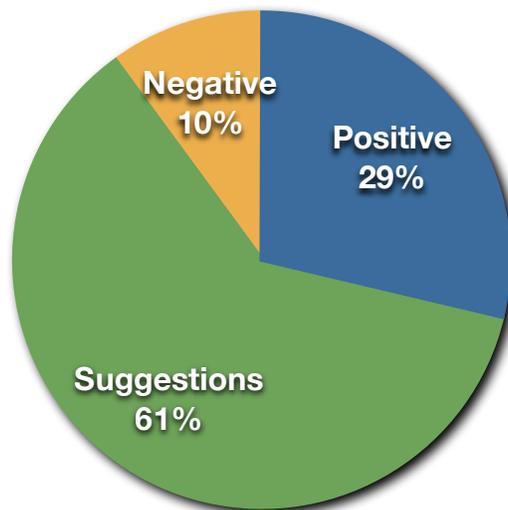
Chart 21. Break down of suggestions
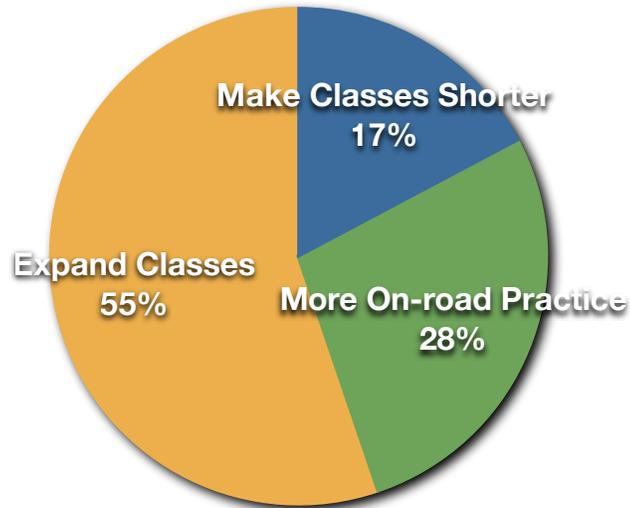
The second open ended question asked if there is anything else participants want to say about the class or about their riding behavior since taking the class. There were 69 responses to this question. Eighty-one percent of the responses are positive, 4 percent are negative, 5 percent are neutral and 10 percent are suggestions. The majority of those who answered the open-ended question said they have become more aware (36%) and more confident (33%) cyclists after taking the class.

"I truly enjoyed the class and I have had my son and my boyfriend both attend. They both enjoyed the class. I recommend it whenever anybody talks about biking."

"I do feel much more confident on the bike now, and I ride by myself on the streets to run errands, whereas before I would only ride with my husband, and preferred bike paths to streets."

"Your class gave me the confidence to ride all kinds of roads in all kinds of conditions...I love it ! Thanks much."

"The class gave me the confidence to truly embrace a biking lifestyle after no longer owning a car for a year and experimenting with biking for 9 months. I gained confidence that I can get out there on my bike to go where ever I need to regardless of my age and the weather."

"Since taking the class, I've joined two cycling clubs and ride over 4,000 miles annually."

"The EBBC bike classes gave me enough confidence to ride 100K."

"I am much more conscious of the door zone and stay out of it. I try to ride in a logical spot on the road where cars will see me and behave predictably. This has improved my cycling experience VERY MUCH. It is now rare that I have scary run-ins with cars; I ride every day and used to get rattled a lot. Now I have a better experience, I'm more confident and I worry much less. I am very glad I took the class and look forward to taking it again in the future to buff up my skills!"

"I enjoy riding more and I feel safer since I understand the rules of the road."

"I am so glad I took the class. I feel more safe when I ride, make better decisions, and quite frankly I am riding more responsibly."

Chart 22. Is there anything else you want to tell us about the class or about your riding behavior since taking the class?
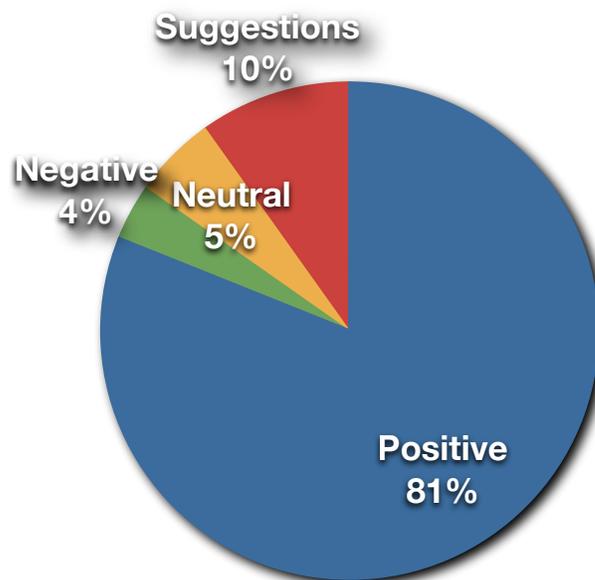
Chart 23. Break down of positive riding behavior since taking the class
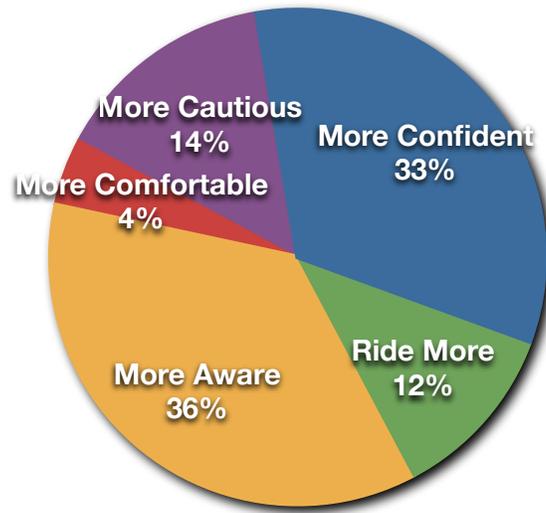
Appendix

Appendix A.

Street Skills Course Follow-Up Survey

Page 1

1.) When did you take the EBBC Day 1 Street Skills Classroom Workshop (or Traffic Skills 101 Classroom Workshop)? If you don't recall select your best estimate.

( ) Did not take Day 1 class

( ) Winter 2006

( ) Spring 2006

( ) Summer 2006

( ) Fall 2006

( ) Winter 2007

( ) Spring 2007

( ) Summer 2007

( ) Fall 2007

( ) Winter 2008

( ) Spring 2008

( ) Summer 2008

( ) Fall 2008

( ) Winter 2009

( ) Spring 2009

( ) Summer 2009

( ) Fall 2009

( ) Winter 2010

( ) Spring 2010

( ) Summer 2010

( ) Don't remember

2.) When did you take the EBBC Day 2 Road Class (or Traffic Skills 101 Road Class)? If you don't recall select your best estimate.

( ) Did not take Day 2 class

( ) Winter 2006

( ) Spring 2006

( ) Summer 2006

( ) Fall 2006

( ) Winter 2007

( ) Spring 2007

( ) Summer 2007

( ) Fall 2007

( ) Winter 2008

( ) Spring 2008

( ) Summer 2008

( ) Fall 2008

( ) Winter 2009

( ) Spring 2009

( ) Summer 2009

( ) Fall 2009

( ) Winter 2010

( ) Spring 2010

( ) Summer 2010

( ) Don't remember

3.) BEFORE taking the EBBC class, how many bicycle trips (round-trip) did you take during a typical summer week?

( ) 0

( ) 1

( ) 2

( ) 3

( ) 4

( ) 5

( ) 6

( ) 7

( ) 8

( ) 9

( ) 10

( ) 11

( ) 12

( ) 13

( ) 14

( ) 15

( ) 16

( ) 17

( ) 18

( ) 19

( ) 20

( ) More than 20

4.) BEFORE taking the EBBC class, how many miles did you bicycle during a typical summer week?

( ) 0

( ) 1-10

( ) 11-20

( ) 21-30

( ) 31-40

( ) 41-50

( ) 51-60

( ) 61-70

( ) 71-80

( ) 81-90

( ) 91-100

( ) More than 100

5.) AFTER taking the EBBC class how many bike trips (round-trip) do you take during a typical summer week?

( ) 0

( ) 1

( ) 2

( ) 3

( ) 4

( ) 5

( ) 6

( ) 7

( ) 8

( ) 9

( ) 10

( ) 11

( ) 12

( ) 13

( ) 14

( ) 15

( ) 16

( ) 17

( ) 18

( ) 19

( ) 20

( ) More than 20

6.) AFTER taking the EBBC class how many miles do you bike during a typical summer week?

( ) 0

( ) 1-10

( ) 11-20

( ) 21-30

( ) 31-40

( ) 41-50

( ) 51-60

( ) 61-70

( ) 71-80

( ) 81-90

( ) 91-100

( ) More than 100

7.) AFTER taking the EBBC class what percentage of your bike trips (round-trip) replaced a car trip? (Eg. express fifty percent as '50')

_____

8.) Since taking the class

	Decreased	Not in-creased	Increased somewhat steadily	Increased steadily	Increased quickly	Has varied
Number of trips I take by bike:	( )	( )	( )	( )	( )	( )

Page 2

9.) How often do you take the following bike trips now compared to before you took the class?

	Less trips	Same amount of trips	Somewhat more trips	Many more trips	Not Appli-cable
Shopping	( )	( )	( )	( )	( )
Visiting friends	( )	( )	( )	( )	( )

Entertainment (movies, dining, etc)	( )	( )	( )	( )	( )
Commuting to work/ school	( )	( )	( )	( )	( )
Errands	( )	( )	( )	( )	( )
Church	( )	( )	( )	( )	( )
Work-related trips (during work-time)	( )	( )	( )	( )	( )
At night	( )	( )	( )	( )	( )
In rain	( )	( )	( )	( )	( )
In cold weather	( )	( )	( )	( )	( )
In hot weather	( )	( )	( )	( )	( )
Take children out biking	( )	( )	( )	( )	( )
Riding solo	( )	( )	( )	( )	( )
Recreation	( )	( )	( )	( )	( )

10.) How often do you do the following now compared to before you took the class? (Please be honest about your bicycling behavior, even if you are worried it may be viewed as dangerous or illegal. We are not trying to judge anyone)

	Less regularly	Same amount	Somewhat more regularly	Much more regularly	Not Applicable
Multi-lane left turn movements (cross at least 2 lanes to make a left-turn)	( )	( )	( )	( )	( )

Take the lane on a narrow lane roadway	( )	( )	( )	( )	( )
Ride on busy arterials	( )	( )	( )	( )	( )
Stop at stop-signs	( )	( )	( )	( )	( )
Stop at stop-lights	( )	( )	( )	( )	( )
Use hand signals	( )	( )	( )	( )	( )
Wear a helmet	( )	( )	( )	( )	( )
Shoulder check	( )	( )	( )	( )	( )
An emergency braking that required you to move off of your saddle	( )	( )	( )	( )	( )
A rock-dodge maneuver	( )	( )	( )	( )	( )
An emergency right turn	( )	( )	( )	( )	( )
Ride outside of bike lanes that are not wide enough to stay out of the door zone	( )	( )	( )	( )	( )

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11.) After you took the class did you equip your bicycle with any of the following accessories you didn't have before you took the class? (Check all that apply)

[ ] Head light

[ ] Tail light

[ ] Fenders

[ ] Bicycle rack

[ ] Panniers

[ ] Bike trailer

[ ] Bell

[ ] Mirror

[ ] Other

12.) How often do you fix the following on your bike yourself after taking the class compared to before taking the class?

	Less regularly	Same amount	Somewhat more regularly	Much more regularly	Not Applicable
Fix flat tire	( )	( )	( )	( )	( )
Pump up tires	( )	( )	( )	( )	( )
Oil chain	( )	( )	( )	( )	( )
Adjust brakes	( )	( )	( )	( )	( )
Adjust gears	( )	( )	( )	( )	( )
Add accessories	( )	( )	( )	( )	( )

13.) After taking the class how many people did you encourage to ride a bike?

( ) None

( ) A few people

( ) Many people

14.) After taking the class how many people did you encourage to take the street skills class?

( ) None

( ) A few people

( ) Many people

15.) Did anyone you encouraged take the class?

( ) Yes

( ) No

( ) Don't know

Page 3

16.) After taking the class I feel:

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not Applicable
More confident riding my bike on calm streets	( )	( )	( )	( )	( )	( )
I need a refresher class	( )	( )	( )	( )	( )	( )
I need a more advanced class	( )	( )	( )	( )	( )	( )

More confident riding my bike on busy streets	( )	( )	( )	( )	( )	( )
I have avoided collisions because of what I learned in the class	( )	( )	( )	( )	( )	( )

17.) I would bike more if:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Not Applicable
There were fewer cars on the roads	( )	( )	( )	( )	( )	( )
Road surfaces were smoother	( )	( )	( )	( )	( )	( )
There were more bike lanes	( )	( )	( )	( )	( )	( )
There were more physically separated bike paths	( )	( )	( )	( )	( )	( )
There were more bike parking spaces	( )	( )	( )	( )	( )	( )
There was a place to shower and store gear at my end destination	( )	( )	( )	( )	( )	( )
Motorists were more aware of cyclists and yielded more often	( )	( )	( )	( )	( )	( )
There was more secure bicycle parking	( )	( )	( )	( )	( )	( )

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Transit were more accessible for bicycles	( )	( )	( )	( )	( )	( )
Motorists were less aggressive/harassing of bicyclists	( )	( )	( )	( )	( )	( )

18.) What, if anything, would you change about the classes?

_____

_____

_____

_____

19.) Is there anything else you want to tell us about the class or about your riding behavior since taking the class?

_____

_____

_____

_____

20.) What is your gender?

( ) Female

( ) Male

( ) Other

( ) Prefer not to say

21.) What is your age?

( ) Under 16

( ) 16-25

( ) 26-35

( ) 36-45

( ) 46-55

( ) 56-65

( ) 66-75

( ) 76-85

( ) Over 86

22.) Are you a resident of Alameda County?

( ) Yes

( ) No

23.) Please provide your email address or phone number if you would like to be entered into the contest for a $50 gift certificate for the Berkeley Bike Station Bike Shop.

_____

Thank You!

Thank you for taking our survey! You will be entered into the contest for a $50 gift certificate at Berkeley Bike Station Bike Shop if you provided contact information.

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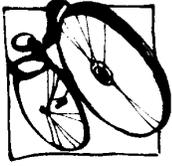
EAST BAY BICYCLE COALITION

P.O. BOX 1736   OAKLAND   CALIFORNIA   94604
BERKELEY BIKE STATION   2208 SHATTUCK AVE

February 10, 2011

Bicycle & Pedestrian Advisory Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland CA 94612

Re: Proposal for Year 3 (2011-2012) for the Bicycle Safety Education Program–A09-0025

Dear BPAC Members:

This proposal is a followup to discussions the East Bay Bicycle Coalition has been having with staff
of the Alameda County Transportation Commission, and with our other funding, and potential
funding partners, about future years of the Bicycle Safety Education Program beyond the expiration
of the current grant cycle of June 30, 2011. I outline herein a revised proposal for moving forward.

Our goal with this proposal is to roll over from the current program a total of $31,000 into Year 3 of
the Bicycle Safety Education Program (FY: 2011-2012). We will continue our fundraising efforts to
secure additional funding from, among other sources:

- the regional Safe Routes to School Program for Family Cycling Workshops and Kids Bike
  Rodeos;
- the City of Oakland for an expanded bicycle safety program in Oakland, and
- UC Berkeley for a bicycle diversion program on the UC Campus.

to promote bicycling as an everyday means of transportation and recreation since 1972

As discussed in our most recent Grant Amendment request, we will have conducted by June 30, 2011, the following summary of bicycle safety classes:

Class Type	Classes Held to date	No. of Classes Contracted	Winter-Spring 2011	Total Forecast Classes	Attendees thru 2010	Target	Total Forecast Attendees
Traffic Skills 101 Classroom	28	24	8	36	574	600	734
Traffic Skills 101 Road Course	7	8	2	9	153	280	203
Spanish-language safety class	0	4	2	2	0	60	20
Chinese-language safety class	0	2	0	0	0	30	0
Family Cycling Workshops	6	8	4	10	219	160	379
Kids Bike Rodeos	10	21	8	18	694	2450	1294
How-to-Ride-a-Bike Class	1	6	2	3	20	80	60
Lunchtime Commute Workshops	6	20	10	16	138	300	288
Train-the-Trainer Workshops	3	5	2	5	35	25	56

Class Type	Classes Held to date	No. of Classes Contracted	Winter-Spring 2011	Total Forecast Classes	Attendees thru 2010	Target	Total Forecast Attendees
Opt-In Police Dept Diversion	7	10	10	10	7	10	10
Full Citation Diversion Program	0	1	1	1	1	1	1

In general, we have known for a while now that there is the potential that funding from the ACTC will end after June 30, 2011. With this in mind, we have held back expansion of the Bicycle Safety Education Program in order to potentially save money from the program, which money could be rolled over into the following two fiscal years. In particular, we held back expansion of the Spanish and Chinese-language classes and the How-to-Ride-A-Bike classes and to some extent the Kids Bike Rodeos. However, recent conversations with our partners have led to this modified proposal to roll over some money and seek additional money from ACTC, as well as three other funding sources in Alameda County.

With approximately $31,000 remaining in the budget for Year 3 (2011-2012) of the Bicycle Safety Education Program, and with additional funding of $19,00-$69,000, for a total of up to $100,000, we propose providing the following classes for Year 3:

Class Type	ACTC $50,000	SR2S $50,000	City of Oakland $8,500	UC Berkeley $11,000	Attendance per class	UC East Bay-Hayward $7,700	Co Co Co $$$
Traffic Skills 101 Classroom	16		1	8	20		
Traffic Skills 101 Road Course	4		1	3	25		
Spanish-language safety class	4		2		15		
Chinese-language safety class	2		2		15		
Family Cycling Workshops		13			40		
Kids Bike Rodeos		12			75		
How-to-Ride-a-Bike Class	4				10		
Lunchtime Commute Workshops	10		10	10	15		
Train-the-Trainer Workshops	2				10		

Class Type	ACTC $50,000	SR2S $50,000	City of Oakland $8,500	UC Berkeley $11,000	Attendance per class	UC East Bay-Hayward $7,700	Co Co Co $$$
Opt-In Police Dept Diversion	2						
Full Citation Diversion Program	4			1			
Traffic Skills 201			3		15		

Thank you for your consideration of all the above and I look forward to our discussion tonight on this proposal.

Dave Campbell
Program Director
East Bay Bicycle Coalition

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Human Services Department – Paratransit Program
3300 Capitol Avenue, P.O. Box 5006
Fremont, CA 94537-5006
(510) 574-2053 phone / (510) 574-2054 fax

ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT NUMBER: 3

REPORTING PERIOD: **From:** July 1, 2010   **To:** December 31, 2010

PROJECT SPONSOR: City of Fremont

Main Project Collaborator: Generations Community Wellness

PROJECT TITLE: Tri-City Senior Walk Clubs

Marketed as the "Walk This Way Program"

ACTIA PROJECT No: A09-0026

STATUS

Project started in July 2009. Eleven (11) Walk This Way program sessions conducted between July 1, 2009 and December 31, 2010.

ACTIONS (In this Reporting Period)

- Reviewed project progress with Generations Community Wellness and determined changes needed for future program implementation.

- Conducted outreach to individuals and groups interested in Walk This Way.

- Five 16-week program sessions implemented during the reporting period: Afghan Elderly Association, Fremont Senior Center, Fremont Teen Center, Newark Silliman Center and Union City Kennedy Center.

- Each weekly program was 90 minutes and included weekly educational topic discussion, warm up exercises, walking, games that promote balance, coordination, strength, flexibility and brain fitness, and cool down exercises. Field outing arranged where participants walked to a farmers market or local grocery store for an educational session on nutrition/healthy eating and pedestrian safety.

- Assessments conducted with each participant at the following intervals: Day 1, Week 8 and Week 16. Assessments included number of chair stands completed for a timed interval, amount of time taken to complete ¼ mile walk (one with long strides and one with march and side steps).

- Program participants also attended supplemental programs that were coordinated by City of Fremont staff. These programs included:

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Nutrition Education Classes
Older Driver Safety Workshops
Travel Training Workshops
Transit Adventures Program

- Continue to provide support and training as needed for the peer leaders who are facilitating weekly walking program in Fremont, Newark and Union City for graduates of the previous Walk This Way sessions.

- Program surveys were completed at the end of the 16 week program. A summary of survey responses is included at the end of this report.

ANTICIPATED ACTIONS (In Next Reporting Period)

- Continue outreach to potential senior groups and walking club sites.

- Revise program curriculum and workbook, if needed, based on program participant feedback.

- Implement three Walk This Way program sessions during Spring 2011.

- Continue evaluation of the Walk This Way program.

SCHEDULE CHANGES

☒ The project remains on schedule, as shown in Attachment B of the Agreement.

☐ The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

☐ The project description is unchanged, and is the same as shown in Attachment A of the Agreement.

☒ The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

Beginning in April 2010, project staff modified the program structure from 20 weeks to 16 weeks. This change was based on participant feedback and experience of Generations Community Wellness in recruiting and retaining walk program participants as well as the difficulty in managing a 20 week mostly outdoor program with inclement weather.

BUDGET

☒ The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.

☐ Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

☒ A Request for Reimbursement is included with this Progress Report. *Request for reimbursement for services rendered during this reporting period will be sent under separate cover by the City of Fremont's Finance Department.*

☐ No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

        ☐ A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*

        ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

☒ At this time we anticipate no problems on the project.

☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*

☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

☒ Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*

http://www.fremont.gov/BusinessDirectoryII.aspx?lngBusinessCategoryID=39

http://www.generationswellness.org/aging/walkthisway.htm

http://www.penipress.com/2010/11/04/more-seniors-using-public-transportation-or-walking-thanks-to-fremont-classes-video/

☒ An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

The Argus, July 17, 2010

SIGNALS

☒ Signal modifications are not part of the Project.

☐ Signal modifications are part of the Project.

Considered	Included	*(please check the appropriate box)*
☐	☐	Audible Pedestrian Signals
☐	☐	Adjustable Pedestrian Timing
☐	☐	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

☐ Form attached (required for Project Progress Report No.'s 2 and 4).

☒   Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

☐   There are no Performance Measures for this project.

☒   There are Performance Measures for this project. A completed Performance Measures Report (Table D-1 from the grant agreement) is attached to this report.

Project Performance Measures: Table D-1 describes what outcome-based performance measures are being evaluated to ensure that the project/program is meeting its objectives.

Table D-1: Performance Measures Report	
No.	**Performance Measure**	**Progress/Activity this Period**

1	**Number of walking groups established**
	6 groups by 6/30/10
	12 groups by 6/30/11
		4 groups started in 7/09 and met for 20 weeks:
		- Newark Senior Center
		  Mondays, 9:00 – 10:30
		
		- Tropics Mobile Home Park (Union City)
		  Tuesdays, 8:00 – 9:30
		
		- Fremont Senior Center
		  Thursdays, 8:30 – 10:00
		
		- Fremont Senior Center
		  Thursdays, 10:00 – 11:30
		
		2 groups started in 4/10 and met for 16 weeks:
		- Wisteria Place (Union City)
		  Fridays, 9:00 – 10:30
		
		- Fremont Community Center
		  Thursdays, 10:00 – 11:30
		
		2 groups started in 7/10 and met for 16 weeks:
		- Afghan Elderly Association (Fremont)
		  Wednesdays, 12:00 – 1:30
		
		- Fremont Senior Center
		  Thursdays, 10:00 – 11:30
		
		3 groups started in 9/10 and met for 16 weeks:
		- Kennedy Center (Union City)
		  Wednesdays, 9:30 – 11:00
		
		- Fremont Teen Center
		  Fridays, 10:00 – 11:30
		
		- Silliman Center (Newark)
		  Tuesdays, 1:00 – 2:30
		
		Peer leaders were recruited, trained and are leading "alumni" Walk This Way groups for the following sites: Newark Silliman Center, Fremont Senior Center, Kennedy Center, Afghan Elderly Association and Tropics Mobile Home Park.

2	**Level of program participant satisfaction** Achieve satisfaction rating of "excellent" or "good" on at least 90% on participant surveys of program experience	86% of participants surveyed during reporting period rated their overall program experience as "excellent". 14% rated their program experience as "good". 100% of participants surveyed during reporting period said they would recommend the program to others.

WALK THIS WAY
PROGRAM EVALUATION (n=42)

1. How would you rate your overall experience of the Walk This Way Program?

Excellent	Good	Fair	Poor
36 - 86%	6 - 14%		

2. How would you rate the instructor who ran this program?

Excellent	Good	Fair	Poor
36 - 86%	6 - 14%		

3. Would you recommend this program to others?

Definitely	Maybe	No
42 - 100%		

4. This program improved my overall health and well being:

A lot	Quite a bit	Moderately	Slightly	Not at all
24 - 57%	15 - 36%	3 - 7%		

5. This program helped me to increase my walking:

A lot	Quite a bit	Moderately	Slightly	Not at all
15 - 36%	27 - 64%			

6. This program helped me to increase my fruit and vegetable intake:

A lot	Quite a bit	Moderately	Slightly	Not at all
6 - 14%	18 - 43%	15 - 36%	3 - 7%	

7. This program helped me understand how to live a more healthy lifestyle:

A lot	Quite a bit	Moderately	Slightly	Not at all
21 - 50%	18 - 43%	3 - 7%		

8. This program increased my understanding of how exercise can decrease risks for or manage chronic health conditions:

A lot	Quite a bit	Moderately	Slightly	Not at all
21 - 50%	18 - 43%	3 - 7%		

9. This program increased my knowledge about pedestrian safety:

A lot	Quite a bit	Moderately	Slightly	Not at all
12 - 28%	15 - 36%	15 - 36%		

10. This program increased my knowledge about driving safety:

A lot	Quite a bit	Moderately	Slightly	Not at all
9 - 22%	6 - 14%	24 - 57%		

11. This program increased my knowledge about alternative transportation resources in the community:

A lot	Quite a bit	Moderately	Slightly	Not at all
6 - 14%	18 - 43%	18 - 43%		

12. What sections of the program workbook did you find MOST useful?
- How eating can affect your health so directly.
- From the cookbook, I learned several new healthy food and recipes.
- All sections were helpful
- Suggestions about other activities
- Exercise, balance and nutrition info
- Warm-up exercises
- Reading nutrition labels
- All of the printed material was excellent.
- Health awareness info
- Being a safe driver
- How to increase activity and endurance

13. What sections of the program workbook did you find LEAST useful?
- I enjoyed it all – very helpful.
- I felt that it was all important.
- Nutrition section – only because I don't follow it much.
- I thought all of the sections were very useful.

14. Please tell us what you liked most about this program and the activities your participated in:
- Trinh was great as an instructor – very friendly and encouraging
- Meeting other seniors for fellowship.
- Instructor was very knowledgeable.
- Exercises and games were most enjoyable.
- Being able to see changes from the beginning of the program.
- Making friends with other seniors who are also interested in walking and exercise.
- Instructor and other participants held us responsible for doing activities during and outside of class.
- The weekly help and encouragement from exercising together
- Fun games, nice people and great exercises.
- We were constantly challenged by different parts of the program.
- How even simple movements helped improve overall mobility.
- The exercises – stretching, balance and walking.
- Sharing information about health and fitness
- The instructor was attentive to our different abilities and would make suggestions for changing exercises if someone had difficulty.
- Theoretical framework for understanding how exercise, nutrition and transportation resources affect our mobility.
- Games were fun and helped develop coordination
- Trinh was a very good teacher
- Different ways of walking to develop different muscles.
- Variety of activities throughout the program kept it interesting

15. What suggestions do you have for improving the program?
- Extend it – make it go year round. I will attend the "graduate" class to keep me walking.
- Please keep it going
- Have name tags
- More health information
- Great instructor – great program. No need to change anything!

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Measure B Bicycle/Pedestrian Countywide Discretionary Funds
DRAFT Policy
for Matching Funds for Project and Program Proposals
First Version: February 1, 2011
Revised: March 31, 2011

Background

In 2010, the Alameda County Transportation Commission (Alameda CTC) was presented with two requests to provide matching funds from the Bicycle/Pedestrian Countywide Discretionary Fund (CDF) outside of the standard funding cycle. The funding requests were for two programs, 1) Alameda Countywide Safe Routes to Schools program ($420K), and 2) the BikeMobile program ($65K) proposed by Cycles of Change. BPAC recommended awarding these funds and the Alameda CTC approved the funding. However, since this use of the funds was outside the regular funding cycle and award schedule, the BPAC requested that staff draft a policy to guide such uses of CDF resources in the future.

Purpose

The purpose of designating a portion of CDF resources to be used as matching funds is to enable Alameda County agencies and organizations to more easily pursue opportunities to leverage non-Measure B funds for projects and programs of countywide significance, and therefore to implement the goals in the Countywide Bicycle and Pedestrian Plans.

Why is this needed?

The use of the CDF as matching funds should provide a cost-effective and efficient means to enhance the implementation of countywide bicycle and pedestrian priorities. Specifically, this will accomplish the following:

•   **Leverage additional funds for projects of countywide significance:** The use of CDF resources as matching funds would increase the total revenues devoted to implementing the Countywide Pedestrian and Bicycle Plans, therefore maximizing the efficient use of available resources in the county.

•   **Provide resources to countywide programs:** Countywide programs, and sometimes capital projects, typically have access to fewer matching fund sources. One reason is that it is less likely for an individual jurisdiction to provide matching funds for projects or programs that have a countywide scope.

•   **Facilitate timely response to deadlines:** Through this use of CDF funds, Alameda County entities could more easily pursue funding opportunities as they emerge

throughout the year. This would facilitate their ability to combine CDF funds with those from other programs.

This proposed use of CDF funds for matching funding was also laid out in the Alameda Countywide Strategic Pedestrian Plan (2006) for two areas: safe routes to schools and low income area capital improvement projects. The Plan states: "Providing local jurisdictions with the 'local match' for existing grant programs that fund routes to school projects and pedestrian improvements in low-income areas is one way to support these pedestrian improvements. Such grant programs include Safe Routes to School, Environmental Justice, and Lifeline Transportation grant programs." This proposal recommends including projects applying for Environmental Justice and Lifeline Transportation grants, since these funds target under-served areas where residents are typically more dependent on non-automotive travel modes. It does not recommend funding for SR2S projects, since the recent (2010) MTC regional funding will provide additional program and capital funds for Alameda County.

To demonstrate how CDF funds could potentially be used as matching funds, the table below summarizes the characteristics of several of the major grant programs targeted for pedestrian and bicycle projects and programs. The table indicates typical funding levels for projects and the matching requirements, to illustrate the potential value of the proposed level of funding. The range for matching funds is zero to 20%. While several of the programs do not require matching funds, the provision of additional funding typically enhances the likelihood of being awarded a grant. Most fund sources are extremely competitive and applications typically far exceed the available funding.

Typical Funding Sources for Bicycling and Pedestrian Projects/Programs in Alameda County

Funding source	Funding Agency	Types of Projects Funded	Size of grant	Estimated Annual Program Funding	Matching funds required
Safe Routes to School (state)	Caltrans	• Capital and programs	Max. $450,000	$24.5 million (statewide)	10%
Safe Routes to School (federal)	Caltrans/Federal Highway Administration (FHWA)	• Bicycle and pedestrian programs and facilities • 70% infrastructure; 30% non-infrastructure	Max. $1 million for infrastructure projects	$23 million (statewide)	None

Funding source	Funding Agency	Types of Projects Funded	Size of grant	Estimated Annual Program Funding	Matching funds required
Safe Routes to Transit	TransForm/ EBBC	• Bicycling and pedestrian access to regional transit	• Planning: $25,000-$100,000 • Capital: $100,000-$500,000	$4 million (regional)	None
Environmental Justice	Caltrans	• Planning	Max. $250,000	$3 million statewide (FY 2010/11)	10% non-federal funds
Bicycle Transportation Account	Caltrans	• Bicycle commuter facilities	Max. 25% of total funding	$7.2 million (statewide)	10%
Lifeline (part of CMAQ)	MTC	• CBTP-recommended projects			20%
TFCA Program Manager	Alameda CTC	• Emission reduction projects	Based on funding allocation	Allocation varies by jurisdiction	None
CMAQ	FHWA/MTC	• Emission reduction projects			11.5%
Community Based Transp. Planning	Caltrans	•	Max. $300,000		10%

<u>MATCHING FUNDS POLICY</u>

<u>Eligible Projects or Programs</u>

All projects/programs must either:

1. be a project/program that is countywide and for which there is no clear lead entity that would provide *all* of the matching funding AND also meet the eligibility requirements as described in the most current Program Guidelines, or

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2. be a project applying for Environmental Justice or Lifeline Transportation funds that has a direct walking component, per the recommendation in the 2006 Pedestrian Plan. These projects must still meet the eligible project type and activity, as described in Sections 6 and 7 of the most current Program Guidelines.

Eligible Applicants

Applicants must meet the same eligibility criteria as described in the most current Program Guidelines.

Process for Requesting Matching Funds

To request funds, the applicant must submit a written request detailing how the project meets the project/program eligibility described in the most recent CDF Program Guidelines and why CDF matching funds are needed for this project. The letter should be submitted at least two months before the grant funding deadline, in order to allow as much time as possible for staff and BPAC review. Applications will then be reviewed by staff to determine if they meet the project/program eligibility criteria. Staff recommendations will be forwarded to the BPAC and, if supported, to the Alameda CTC. Alameda CTC will accept funding requests year-round for the use of CDF resources as matching funds, and will distribute funds on a first-come, first-served basis. This will enable applicants to apply these funds toward grant opportunities that arise throughout the year.

Total Fund Amount

It is recommended that $100,000 per fiscal year (approximately 10 percent of the annually-generated CDF grant funds) be allocated for this use (each July 1 – June 30 period). Higher amounts could be allocated in a one year period on a case-by-case basis. Any funds not awarded in a given fiscal year will be returned to the general CDF fund for the subsequent grant cycle. If matching funds are awarded, but the grantee is not successful in securing the remaining funding for the project from the pre-specified grant source, the funds will also be returned to the general CDF fund for the next grant cycle.

Maximum Grant Amount

The maximum grant amount will be $75,000. A single matching grant allocation may be no more than 20 percent of the total grant project cost. Requests for higher funding amounts will be considered on a case-by-case basis. The funds may not be used to substitute for otherwise available funds by the implementing agency. These funds cannot be used to match other Measure B funds.

If the requested funds are above the minimum level of matching funds required for the particular funding source, the applicant must indicate how the funds will significantly enhance the viability of the funding application. A major consideration for the use of these funds is the degree to which they can be used to leverage additional resources for bicycle and pedestrian projects and programs in Alameda County.

Once approved, awarding of funding will be contingent on the applicant receiving a commitment for the remainder of the proposed project or program funding within one year. If the applicant is unable to demonstrate this funding commitment, the awarded funds will be returned to the general CDF fund for the next grant cycle.

Required Match

None. The purpose of these funds are to serve as matching funds for project and program proposals.

Other Considerations

To the full extent possible, this matching fund policy will follow the policies laid out in the most current CDF Program Guidelines.

Attachment:

Measure B Bicycle and Pedestrian Countywide Discretionary Fund: Program Guidelines (October 30, 2008)

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MEASURE B BICYCLE AND PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND

PROGRAM GUIDELINES

First Adopted for Funding Cycle #1: May 22, 2003
Revised Version Adopted for Funding Cycle #2: December 2, 2004
Revised Version Adopted for Funding Cycle #3: September 28, 2006
Revised Version Adopted for Funding Cycle #4: October 30, 2008

Introduction
Measure B, approved by Alameda County voters in 2000, is a half-cent transportation sales tax that is financing a multitude of projects to improve the County's transportation system. Collections began in April 2002 and will continue through March 2022.

The Measure B Expenditure Plan outlines which projects and programs will be funded with the sales tax revenue. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. These funds are broken into two funding pots:
- 75% of the funds are local "pass-through" funds which are distributed to Alameda County cities and the County based on population; and
- 25% of the funds are for countywide planning and projects.

These Program Guidelines address the "Measure B Bicycle and Pedestrian Countywide Discretionary Fund." This competitive grant program is one of several programs and services to be funded out of the 25% countywide funds.

Other projects and programs funded (or anticipated to be funded) out of the 25% countywide funds include:
- Countywide Bicycle and Pedestrian Coordinator;
- Countywide Education and Promotion programs;
- Design support services for local agencies;
- Matching funds for grants with countywide significance sponsored by ACTIA; and
- Development of the Countywide Pedestrian Plan and updates

These guidelines do not apply to the 75% Local Pass-though funds.

The full *Expenditure Plan* language for the Bicycle and Pedestrian Safety Fund is included as an attachment.

The Program Guidelines include the following sections:

1. Program Name
2. Purpose
3. Eligible Applicants
4. Location of Projects
5. Countywide Significance Requirement
6. Eligible/Ineligible Types of Projects
7. Eligible Project Activities and Costs
8. Viable Project
9. Funding Cycle and Schedule
10. Programming of Funds
11. Total Fund Amount
12. Minimum and Maximum Grant Amount
13. Required Match
14. Number of Submittals Per Agency
15. Governing Body Resolution
16. Evaluation Criteria
17. Modal Equity
18. Geographic Equity
19. Balance of Project Type
20. Timely Use of Funds
21. Funding Agreements
22. Payments
23. Monitoring
24. Loss or Withholding of Funding
25. Audits

1. Program Name
Measure B Bicycle and Pedestrian Countywide Discretionary Fund

2. Purpose
To expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County, focusing on projects and programs with countywide significance.

3. Eligible Applicants
- Any public agency that operates within Alameda County may apply for funding. This includes (but is not limited to): the 14 Cities in the County, Alameda County, East Bay Regional Park District (EBRPD), BART, AC Transit, LAVTA/Wheels, Union City Transit, Alameda/Oakland Ferry, ACE, School Districts, ABAG, ACCMA.
- Non-profits which meet ACTIA's adopted "non-profit organizational requirements" may apply for funding. Proof of meeting these requirements, which include IRS recognition, independent audits, an independent Board, and adequate insurance, must be demonstrated before funding is awarded.
- Private companies may join with a public agency to sponsor and implement a project, but the public agency must be the applicant and the project lead.

Explanation of Changes or Lack Thereof:
- In January 2006, the ACTIA Board authorized non-profits to apply for and be the lead agency for ACTIA grant funds if they meet certain organizational requirements. New programs have been initiated by non-profits as a result of this policy. The requirements and the time at which they are required to be submitted has been clarified.

4. Location of Projects
Projects must either be located in Alameda County or they must primarily and directly serve Alameda County residents, if they are not used exclusively in the County.

5 . Countywide Significance Requirement
All projects must have countywide significance to be eligible for funding. In general, projects must serve residents from more than one specific area or jurisdiction in Alameda County. Specifically, "countywide significance" is defined in the following ways, for the three categories of eligible projects:
- Capital Projects:
  - Bicycle projects must be identified as a High Priority Project or meet the definition of a Transit-Priority Zone project in the Countywide Bicycle Plan (ACBP), or must be a feasibility study for a project identified on the Financially Constrained Network in the ACBP.
  - Pedestrian projects must be identified in the Countywide Strategic Pedestrian Plan, as an area of countywide significance.
  - Combined bicycle/pedestrian projects must meet at least one of the above two criteria.

- Local Bicycle and/or Pedestrian Master Plans:
    - o All local master plans are considered to have countywide significance since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements.
- Programs:
    - o Programs must fall within the categories listed in the Countywide Bicycle Plan or Countywide Strategic Pedestrian Plan.
    - o Additionally, the program must be targeted to the entire county, or it must be a demonstration, pilot or innovative program that could be applied at other agencies/jurisdictions, or that produces a resource that can be easily used by other agencies throughout the county.

Explanation of Changes or Lack Thereof:
- Clarified language for Programs, to indicate that both of the listed criteria must be met.
- Added the word "innovative" to Programs to encourage innovative programs.

6. Eligible/Ineligible Types of Projects
Projects that enhance and expand bicycle and pedestrian access, convenience and safety are eligible for funding. The types of projects include (but are not limited to):
- Capital Projects, including:
    - o New pedestrian facilities
    - o Improvements to existing pedestrian facilities
    - o New bikeways (all Classes, as identified in Alameda Countywide Bicycle Plan-ACBP)
    - o Improvements to existing bikeways
    - o Crossing Improvements (at intersections, interchanges, railroads, freeways, etc.) for pedestrians and bicyclists
    - o Bicycle parking facilities, including attended parking (capital only)
    - o ADA on-street improvements
    - o Signage for pedestrians and/or bicyclists
    - o Pedestrian and bicycle access improvements to transit, activity centers and/or regional connectors
- Local Bicycle and/or Pedestrian Master Plans, or Plan updates
- Education/Enforcement/Promotion Programs

Ineligible Projects/Programs include:
- Routine maintenance (Definition: Roadway maintenance activities are considered routine maintenance and are therefore ineligible. However, maintenance of multi-use pathways and bike-transit facilities serving a large number of pedestrians and/or bicyclists, that have countywide significance, and which will significantly improve the safety and convenience of the facility, will be considered for funding on a case-by-case basis.)
- Ongoing facility operations (e.g. attended bicycle parking)
- Funding to replace funds for existing ongoing programs

Explanation of Changes or Lack Thereof:
- Clarified that the ineligible "ongoing operations" are intended to apply to attended bicycle parking.

7. Eligible Project Activities and Costs
Eligible costs include:

    All phases of **Capital** projects, including:
1. Project Planning
   a. Community Outreach
   b. Feasibility and/or Design Studies
   c. Technical Studies
2. Preliminary Engineering
   a. Environmental Review
   b. Preparation of PS&E
   c. Permits (Except for an agency's own fees, such as for inspection)
3. Right-of-Way
   a. Engineering
   b. Appraisals
   c. Acquisition
4. Construction
   a. Construction Costs
   b. Construction Engineering
   c. Construction Management
5. Monitoring Project Impact
   a. Pre- and post-project bicycle and/or pedestrian counts

    Program/Planning Costs
1. Direct costs (contractual services, materials, etc)
2. Labor charges for Project Sponsor staff (plus fringe benefits as per existing ACTIA Project Agreements and ACTIA policy)
3. Program Evaluation

Ineligible costs include:
    Indirect Costs

8. Viable Project
In order to be eligible for funding, the project or program must be viable. It must:
1. Have sufficient existing or planned staffing and funding resources to accomplish the project, and
2. Have been reviewed by all applicable Project Sponsor staff, including Public Works and Planning, and by affected public agencies.

9. Funding Cycle and Schedule
- The third funding cycle will start in October 2008.
- The funding cycle schedule will be every other year (i.e. the next call for projects will be in 2010).

Explanation of Changes or Lack Thereof:
- This funding cycle will not be coordinated with other funding sources. In the previous funding cycle, the Discretionary Program was coordinated with the TFCA Program Managers Fund and the Regional Bicycle/Pedestrian Program. The general feedback was that this coordination effort was successful. In this fourth funding cycle, however, there are no funding sources with the same timeline with which to coordinate.

10. Programming of Funds
Funds will be programmed only for one cycle at this time.

11. Total Fund Amount
The fourth funding cycle will allocate $ 4 million.

12. Minimum and Maximum Grant Amount
The minimum grant award amount in one cycle will be $20,000.
The maximum grant award amount in one cycle will be $1.0 million.

Explanation of Changes or Lack Thereof:
- Staff recommends maintaining the minimum award amount at $20,000, which allows smaller cities to apply for funds for local master plans. The maximum allowed award amount in the previous three cycles was $600,000, $500,000, and $1.0 million respectively. Staff recommends maintaining the maximum grant award amount at $1.0 million. Over the three previous funding cycles, the smallest amount awarded to a project was $20,000, and the largest amount awarded to a project was $750,000.

13. Required Match
No local match is required, except for feasibility study projects; however projects with matching funds will receive a higher ranking in the evaluation process. Feasibility study projects require a 50% match. In-kind funding is not counted in the application evaluation process, or toward the feasibility study match requirement.

Explanation of Changes or Lack Thereof:
- In the first three cycles, most funded projects and plans included outside funding, thereby leveraging Measure B dollars. Requiring matching funds for local plans might discourage those agencies without a master plan from applying for funds.
- In-kind funding has not been counted for the matching fund criterion. This has been clarified.
- For feasibility study projects, the intention is that the local agencies should contribute at least half of the funds, since future project construction can be fully funded by Measure B CDF funds or other outside grants. In-kind funding will not count toward the 50% match requirement for feasibility study projects, since all sponsors do not track in-house costs in a consistent manner, and these costs are difficult for ACTIA to track.

14. Number of Submittals Per Agency
A project sponsor may submit no more than three applications for ACTIA funding in a single funding cycle.

Explanation of Changes or Lack Thereof:
- This policy requires the project sponsor to select their highest priority projects, which best match the Measure B criteria, before submitting them to ACTIA. It also reduces the number of overall applications that must be reviewed by the BPAC and staff. This policy was first instituted in the second funding cycle and worked well to improve the quality of applications. No change is proposed.

15. Governing Body Resolution
Project Sponsor must submit a resolution before funding is awarded. It must be either:
   (1) A Resolution adopted by their Governing Body authorizing acceptance of the Measure B grant, or
   (2) A Resolution adopted by their Governing Body specifically supporting the project or program, which need not refer to the Measure B grant application. (This could be a resolution authorizing the submittal of a grant application for the same project, but for a different grant source.)

16. Evaluation Criteria
All projects will be evaluated using the following criteria:
(**Bold** indicates criteria called out in *Expenditure Plan*. These criteria are given the highest weighting.)

CAPITAL PROJECTS CRITERIA
All of the criteria, except for "Project Readiness," apply to the Overall Project, of which the Submitted Project may be one phase/component, or may be the Overall Project.

1) **COUNTYWIDE PRIORITY**
   a) Bike Projects: Highest priority is for High Priority Projects and Transit-Priority Zone projects in the Alameda Countywide Bicycle Plan (ACBP), and next priority is for feasibility studies for projects on the Financially Constrained Network in the ACBP.
   b) Pedestrian Projects: All projects identified in the Pedestrian Plan have equal priority. For the Bay Trail, highest priority is for construction of the trail spine, and next is for the trail connectors.
   c) **EBRPD Projects** that are identified in the ACBP will be given additional priority.

2) DEMAND
   a) Serves a high volume of existing or potential bicyclists/pedestrians.

3) SAFETY
   a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.

4) GAP CLOSURE
   a) Eliminates a gap or overcomes an obstacle in a bicycle or pedestrian facility, thereby allowing more convenient and safer travel.

5) ACCESS to Areas of Countywide Significance
   a) Access to Transit (**Intermodal Connection**)
      ♦ Improves access to transit stop/station (provides direct, convenient routes).
      ♦ Makes safety improvements in access routes to stop/station.
      ♦ Adds core infrastructure at stop/station (bike parking, pedestrian-level lighting, etc.).
      ♦ If bike: Improves facilities for carrying bicycles on transit.
   b) Access to Activity Centers – schools, health care facilities, shopping centers, parks, commercial districts, downtowns, major public venues, government buildings, etc.
      ♦ Improves access to activity centers (provides direct, convenient routes).
      ♦ Makes safety improvements in access routes to activity centers.
      ♦ If bike: Bike parking at activity center.
      ♦ Priority given to activity centers with countywide significance.
   c) Access to Regional Connectors
      ♦ Improves access to bridges (provides direct, convenient routes).
      ♦ Makes safety improvements in access routes to bridges.

6) AT-RISK/UNDER-SERVED COMMUNITIES
   a) Project serves children, seniors, the disabled, and/or residents of economically disadvantaged neighborhoods.

7) **OUTSIDE FUNDING**
   a) Project has secured funding from other sources (may include Measure B Local Bike & Pedestrian Pass-Through Funds) or will use Measure B funds to leverage other funding.

8) MULTI-MODAL BENEFIT
   a) Project benefits both pedestrians and bicyclists.

9) LOCAL SUPPORT
   a) Project is in a Local Bicycle or Pedestrian Plan.
   b) Project is in General or Specific (Neighborhood) Plan.
   c) Project has been reviewed and approved by local bicycle and/or pedestrian advisory committee.
   d) Community Outreach has been completed.

10) PROJECT READINESS
   Submitted projects will be ranked based on project readiness. Priority will be given to:
   a) Submitted projects which are fully funded, if application is approved.

b) Submitted projects which have considered and, if needed, resolved any foreseeable implementation issues.

LOCAL BICYCLE AND/OR PEDESTRIAN MASTER PLANS CRITERIA

1) **COUNTYWIDE PRIORITY**
   a) Priority to agencies with no other potential funding sources for creating a master plan and/or for addressing areas/topics that are important but have not historically been examined. Plan will strongly improve the ability of the County to improve bicycle and/or pedestrian access, safety and convenience. Plan will help to achieve the Countywide Pedestrian Plan goal for every jurisdiction to have an adopted and current pedestrian plan by 2011.

2) PLAN ELEMENTS
   a) Plan emphasizes the criteria in the Expenditure Plan: **gap closure** and **access to transit**. In order for the Plan to be as effective as possible, the agency must agree to adopt the final Plan (or take an equivalent action appropriate to that agency). Pedestrian Plans will include the elements of highly useful and effective plans outlined in *A Toolkit for Improving Walkability in Alameda County*.

3) PLAN STATUS
   a) Priority to jurisdictions with no Bicycle or Pedestrian Plan, then to those with Plans that are more than five years old, and thereafter to those with Plans between three and five years old.

4) **OUTSIDE FUNDING**
   a) Plan has secured funding from other sources (may include Measure B Local Bike & Pedestrian Pass-Through Funds) or will use Measure B funds to leverage other funding.

5) IMPLEMENTATION/LOCAL SUPPORT
   a) Priority to agencies that have developed a Plan outline or concept and solicited community input on the document.
   b) For agencies that are updating their Plan, priority will be given to agencies that made progress in implementing their existing Plan.

PROGRAMS CRITERIA

1) **COUNTYWIDE PRIORITY**
   a) Priority to programs that serve residents throughout the entire county.

2) DEMAND
   a) Serves a high number of Alameda County residents.

3) SAFETY
   a) Program focuses on the safety of pedestrians and/or bicyclists.

4) SERVES AT-RISK/UNDER-SERVED COMMUNITIES
   a) Program serves children, seniors, the disabled, and/or residents of economically disadvantaged neighborhoods.

5) **OUTSIDE FUNDING**
   a) Program has secured funding from other sources (may include Measure B Local Bike & Pedestrian Pass-Through Funds) or will use Measure B funds to leverage other funding.

6) MULTI-MODAL BENEFIT
   a) Program benefits both pedestrians and bicyclists.

7) EFFECTIVENESS
   a) Program has been shown to be effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety.

8) LOCAL SUPPORT
   a) There is demonstrated community support for the program.

9) IMPLEMENTATION/READINESS
   a) Programs have considered and, if needed, resolved any foreseeable implementation issues. Partnering agencies, if any, have fully coordinated on program implementation. Program details have been substantially determined in order to allow quick implementation once funding is received.

Staff will work with the BPAC to determine the final scoring guidance, using the above evaluation criteria and priorities.

The three above categories - capital projects, local master plans, and programs - will be scored separately. Each submitted project will be ranked against other projects in its own category.

These evaluation criteria will not solely determine which projects are funded. Staff will work with the BPAC to apply the equity criteria (described below) after projects have been scored to determine the final list of recommended projects.

17. Modal Equity
The Program will equally fund bicycle and pedestrian projects over the life of the Program. In a single cycle, neither mode should receive more than 65% of the total funding available. After three cycles of the Program, and from that time forward, all previous cycles of the Program combined should not allocate more than 55% to either mode. The ACTIA Board may make exceptions to this policy in a given funding cycle if unusual circumstances so warrant.

Projects that serve both bicyclists and pedestrians will be calculated as 50% bike and 50% pedestrian unless there is easily available information that suggests that a different assumption would be more accurate.

Explanation of Changes or Lack Thereof:
- In the three previous funding cycles, these modal equity goals have easily been met. However, it is partially dependent on multi-use pathways which serve both pedestrians and bicyclists. In future cycles, ACTIA may consider encouraging more pedestrian-only projects to ensure equitable use of funds between the bike and pedestrian modes.

18. Geographic Equity
In each funding cycle, the BPAC will review the projects recommended for funding to ensure that Program funds are being distributed equitably throughout the County over the life of the Program.

The geographic equity goal is intended to be realized over time, and not necessarily within each funding cycle. If, over time, parts of the county are repeatedly receiving less funding, this will be examined and appropriate methods to ensure equitable distribution of funds will be determined.

Explanation of Changes or Lack Thereof:
- The recommendation is based on equity of dollars invested in each area rather than number of projects, as the project costs may vary greatly.
- At this time, the equity of fund distribution is being tracked relative to the population of each planning area. In the future, a more accurate method of tracking geographic equity may be considered, such as road miles, population, and/or identified project need.

19. Balance of Project Types
The Program goal is to fund projects that will best serve the County. Since there are a variety of eligible project types and it is difficult to score all of them against each other, part of the evaluation process will be to consider the balance of all project types. Even though some categories of projects, such as bicycle parking, feasibility studies for capital projects, bicycle and/or pedestrian master plans, and programs, may not receive high scores as compared to construction projects; they may still be valuable. The BPAC will provide input on creating this balance of different types of projects.

20. Timely Use of Funds
Projects must be started within a year of the Agreement "Grant Initiation Date" and must be completed within two years of this date, unless a longer period is approved in advance by ACTIA. Grant funds may be rescinded if a project is not started within the first year. Rescinded funds will be returned to the Countywide Discretionary Fund to be distributed in a future grant cycle.

Explanation of Changes or Lack Thereof:
- Although the majority of the projects funded in the first and second funding cycles were not completed within the required two year timeframe, staff recommends keeping this deadline for now, to encourage timely completion of projects and the submittal of projects that are ready to implement.

21. Funding Agreements

Funding Agreements between ACTIA and the Project Sponsor will be developed for each approved grant and will include, among other items:
- Detailed Project Description
- Project Costs, with Budget by Task
- Implementation Schedule
- Task Deliverables
- Monitoring Requirements
- Audit Requirements
- Requirement to adhere to all applicable regulations, including ADA
- Agreement to maintain the facility
- Agreement to acknowledge Measure B funding on project signage
- LBE/SLBE reporting-only requirements for projects over $50,000

Explanation of Changes or Lack Thereof:
- Because of the overall smaller size of the projects, ACTIA will only require project sponsors to *report* on the use of LBE/SLBE in consultant contracts over $50,000.

22. Payments

Payments to sponsors will be made on a reimbursement basis, after submittal of invoices. Project Sponsors may begin incurring project costs as of the Agreement "Grant Initiation Date," unless an exception is requested and granted to start incurring costs earlier. No reimbursements will be made prior to the execution of the Funding Agreement. Invoices are required to be submitted every six months with required progress reports. Invoices may be submitted more frequently, if desired.

23. Monitoring Requirements

- Progress reports will be required every six (6) months illustrating project progress. A copy of the reports for another funding agency may be submitted, with prior approval. A final report, once project is completed, will be required.

- ACTIA must be acknowledged, through signage and/or the use of ACTIA logo, as a funding source for all projects, programs and plans.

- Newsletter articles must be published about the project at least once per year.

- The project must be described on the sponsor's website, and must include acknowledgement of ACTIA funding and a link to ACTIA's website.

- For capital construction projects, photos and bicycle/pedestrian counts are required both before and after project completion. The cost to conduct these counts is eligible for reimbursement from ACTIA, if included in the project budget.

Explanation of Changes or Lack Thereof:
The list of grant monitoring requirements has been expanded to reflect all the current requirements so that they will be clear to applicants.

24. Loss or Withholding of Funding
Failing to meet timely use of fund requirements, meet the project schedule without compelling reason, file required monitoring reports, or comply with applicable regulations could result in loss or withholding of funding.

25. Audits
Audit requirements will be similar to those in existing ACTIA Master Funding Agreements.

ATTACHMENT

Excerpt from:

**Alameda County's
20-Year Transportation
Expenditure Plan
July 2000**

"Bike and Pedestrian Safety (5.00 % overall)
These funds are distributed to cities in the County and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects. This is a new program, not funded in the current Measure B Expenditure Plan. This category is intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

A total of 25% of the funding will be reserved for regional planning and regional projects, including the preparation of local master plans, design support services to local agencies, funding for a Countywide Bicycle and Pedestrian Coordinator position, and funding for high priority regional capital projects identified in the Countywide Bicycle Plan. High priority will be given to East Bay Regional Park District projects included in the Countywide Bicycle Plan. Priority will also be given to projects which significantly leverage other outside funding sources.

The remaining 75% of the funds will be designated as local funds. Each city and Alameda County may receive up to their proportional share of the 75% funds based on population over the life of the Measure. Eligible uses for those funds will include capital improvements for bicycle and pedestrian facilities and ADA accessibility that have been prioritized through local or regional planning processes. Projects that improve intermodal connections for bicyclists and pedestrians or close gaps in existing pedestrian or bicycle corridors will be given the highest priority. Projects may be submitted for funding at any time during the life of the Measure. Unallocated local non-motorized program funds will be available for reprogramming to regional projects after 17 years."

(This text can also be found at www.actia2022.com.)

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EMCresearch.com

M E M O R A N D U M

TO: Bicycle and Pedestrian Advisory Committee, Alameda CTC

FROM: Alex Evans & Sara LaBatt

DATE: April 6, 2011

RE: 2010 Bike to Work Day Assessment Research Findings

Background

EMC Research was hired by Alameda CTC in 2010 to undertake a two-year research project to assess the effectiveness of the Get Rolling advertising campaign and Bike to Work Day in 2010 and 2011 at encouraging bicycle commuting over the long term. Questions to be answered as part of this research project include:

- Should the agency continue to promote BTWD and the Get Rolling advertising campaign at current levels?
- Are there other ways to more effectively encourage commuters to shift to bicycling?
- What are the perceived barriers to bicycle commuting?
- What can be done to help overcome barriers to bicycle commuting?
- How many reduced vehicle miles and resulting reduced emissions from eliminated trips can be attributed to BTWD in 2010 and 2011?
- How many county residents participate in BTWD?
- Who is the 'next' likely group to participate in BTWD – how large is that group, and what would help encourage their participation?

Methodology

EMC Research conducted two surveys in late 2010 about Bike to Work Day, the *Get Rolling* advertising campaign, and general attitudes and behaviors related to bicycling as a means of transportation.

The first was a telephone survey of a representative sample of 400 adult residents of Alameda County. This survey was conducted November 30 – December 5, 2010, and has a margin of error of ± 4.9 percentage points at the county level.

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Following the telephone survey, a web survey of bicyclists Alameda County was conducted. The survey was distributed through many online channels, including the East Bay Bike Coalition mailing list, Bike to Work Day energizer station sign-in sheets, and social networking pages for organizations like the Bay Area Bike Coalition, TransForm, Walk Oakland Bike Oakland, UC Berkeley, and Oakland Yellowjackets. A total of 656 bicyclists completed the web survey, which was open from December 7, 2010 through January 17, 2011.

Key Findings

- Recall of the *Get Rolling* advertising campaign is low, but the ads do communicate the message effectively.
    - Three percent (3%) of adult residents initially recall a campaign with the words "Get Rolling," and 14% recall it after being told it is about encouraging bicycle riding.
    - Of the web survey of bicyclists, 14% initially recall the campaign, with 17% recalling it after being reminded of the subject matter, and 27% recalling it after reviewing a subset of images from the campaign.
    - Four out of five (81%) from the web survey who recalled the *Get Rolling* ads could correctly describe what they were about before being given any information.
    - Fifty-eight percent (58%) of bicyclists from the web survey believe the advertisements are effective after reviewing a subset of campaign materials, with the specific imagery being the most compelling part of the ads.
- Many participants in Bike to Work Day are already regular bicycle commuters, and most who participate in BTWD are inclined to continue to do so.
    - Seventeen percent (17%) of residents say they have participated in Bike to Work Day at some point, with 5% saying they participated in 2010.
    - Two-thirds of both residents (65%) and web survey participants (66%) who participated in BTWD said they would have traveled by bicycle on that day anyway.
    - Essentially all BTWD 2010 participants said they are likely to participate again in the future (90% very likely/10% somewhat likely from the telephone survey of residents, 93% very likely/7% somewhat likely from the web survey of bicyclists).
    - Fifteen percent (15%) of resident BTWD participants, and 20% of web survey BTWD participants, say they ride their bikes more often since participating in BTWD.
- The safety of riding a bicycle is of top concern for many current and would-be bicyclists, particularly on shared roadways. Distance is also a significant barrier for many residents.
    - When read a list of potential barriers to bicycling more often, 72% of residents are concerned about cars on the road, 66% are afraid of bad weather, and 65% each say they aren't enough bike-safe streets or bike lanes on their route or that the places they go are too far to ride.

- In the bicyclists survey, the level of concern about the barriers is generally lower than in the residents survey. The top concern from the bicyclists survey is worry that there aren't enough bike-safe streets or bike lanes on their routes (53% important concern), followed by 48% worried about cars on the road and 47% each worried about the amount of stuff they have to carry, having a safe place to park their bike, and poor road and pavement conditions.
  - In an open-ended question, half (49%) of adults residents (and 42% from the bicyclists survey) say time or distance is the top reason they don't ride their bicycles more often.
- More bike paths and lanes and intersection safety measures are the most appealing improvements.
  - Fifty-six percent of residents surveyed are likely to ride more often if they have access to more places for bikes to ride apart from cars, followed by safety improvements at large intersections (54% more likely to ride), more secure bike parking (51%), more dedicated bike lanes (49%), and more secure parking at transit stations (47%).
  - For bicyclists who took the web survey, the priorities are similar, with 62% likely to ride more with more dedicated bikes, 62% likely to ride more with more places for bikes to ride apart from cars, and 59% each likely to ride more with safety improvements at large intersections or if bikes were allowed on all forms of public transit at all times.

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Alameda CTC *Get Rolling*/BTWD Research Summary

Prepared for

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
April 14, 2011

EMC Research, Inc.

Sara LaBatt

436 14th Street, Suite 820

Oakland, CA 94612

(510) 844-0680

EMC #10-4333

Methodologies

Resident survey:

- Telephone survey of adult residents of Alameda County
- 400 completed interviews
- Random-digit-dial methodology; both landline & cellular phones
- Margin of error ±4.9%
- Conducted November 30-December 5, 2010
- Interviews conducted by trained, professional interviewers
- Survey conducted in English, Spanish and Cantonese
- Oversample used to capture adequate interviews from Eastern portion of County, results weighted to reflect true population distribution

Bicyclist survey:

- Web survey of bicyclists in Alameda County
- 656 completed interviews
- Survey link was broadcast to a variety of on-line lists and forums, such as East Bay Bicycle Coalition, TransForm, Bay Area Bike Coalition, Walk Oakland Bike Oakland, East Bay Bike Party, Oakland Yellowjackets, UC Berkeley, & Local bike shop distribution lists
- Respondents self-selected.
- Survey open December 7, 2010 to January 17, 2011

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis. Please note that due to rounding, percentages may not add up to exactly 100%

Key Findings

- Recall of the *Get Rolling* advertising campaign is low, but the ads do communicate the message effectively.

- Many participants in Bike to Work Day are already regular bicycle commuters, and most who participate are inclined to continue to do so.

- The safety of riding a bicycle is of top concern for many current and would-be bicyclists, particularly on shared roadways. Distance is also a significant barrier for many residents.

- More bike paths and lanes and intersection safety measures are the most appealing improvements.

Alameda CTC *Get Rolling*/BTWD Research
BPAC Summary

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After prompting, a similar percentage of residents and riders report recalling the *Get Rolling* campaign

Seen Get Rolling Advertisements?

- ■ Residents survey
- ■ Bicyclists survey

Commuting today.

Learning today.

Shopping today.

Saving today.

GET ROLLING

RIDE · STRIDE · LIVE

Prompt:
As you may know, the *Get Rolling* advertising campaign was designed to encourage people to ride their bicycles more often.

Unprompted *
- 14%
- 3%

After prompt
- 17%
- 14%

After images
- 27%

Alameda CTC *Get Rolling*/BTWD Research BPAC Summary

Residents Survey: n=400

Bicyclists Survey: n=656

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Ad recall is low in East County in particular

Bicyclists: Seen Get Rolling Advertisements (After Prompt)

Residents: Seen Get Rolling Advertisements (After Prompt)

	Bicyclists	Residents
Overall	17%	14%
Men	16%	16%
Women	18%	11%
18-29	11%	13%
30-39	21%	8%
40-49	12%	12%
50-64	23%	18%
65+	6%	17%
North	17%	16%
Central	9%	17%
South	17%	17%
		9%
East	7%	4%
Out of county	20%	

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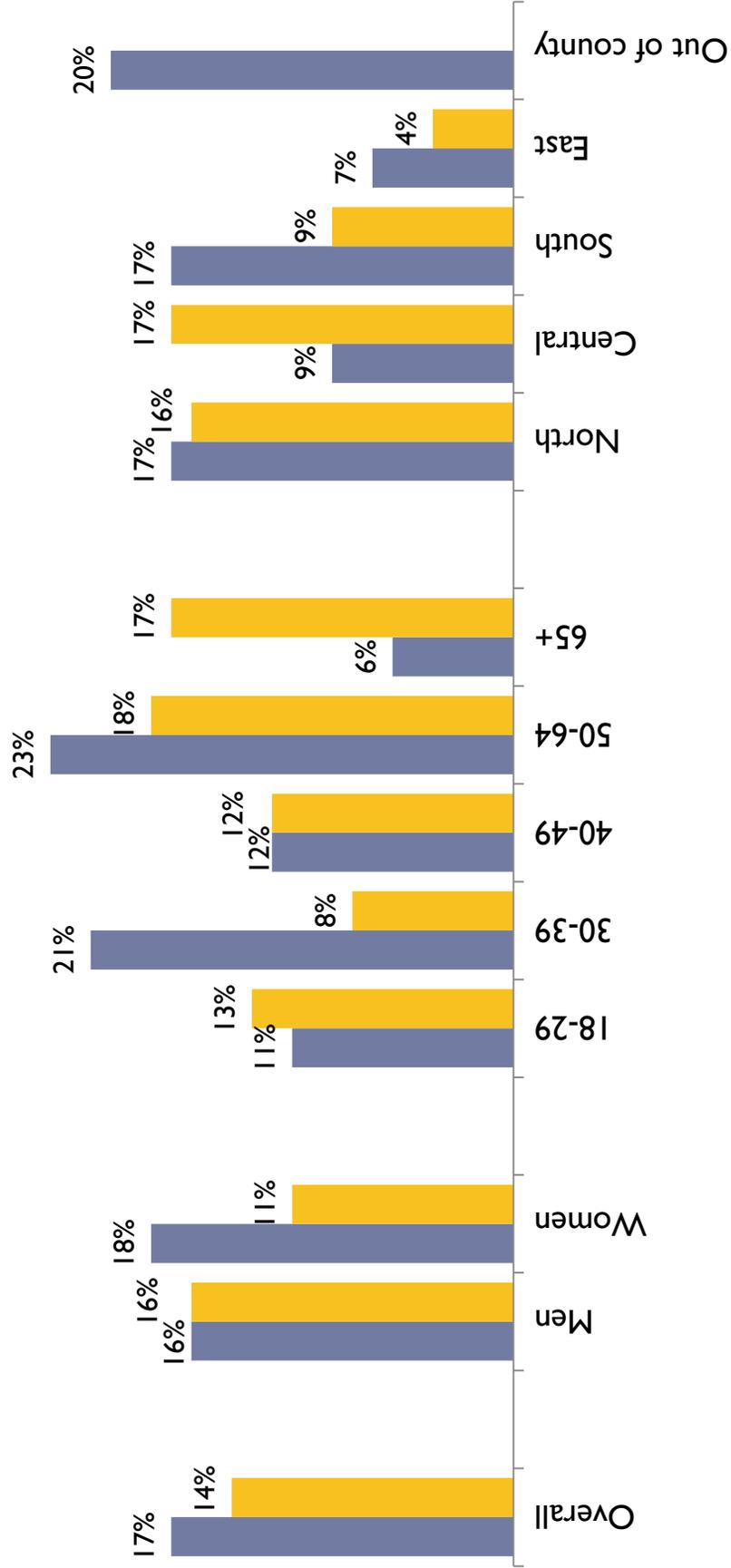
A majority find the *Get Rolling* campaign advertisements effective
(bicyclists survey only)

Q8. Thinking about the advertisements shown here, how effective do you believe they are in motivating people to ride their bicycles more often?

- Not at all effective
- Not very effective
- Somewhat effective
- Very effective

5%	
36%	
54%	
4%	

Q5. And where do you recall hearing or seeing the Get Rolling advertisement?
(Check all that apply)

- Back/side of bus: 45%
- Bus shelter: 36%
- BART station: 25%
- Billboard: 15%
- Street pole sign: 15%
- Flyer/handout: 12%
- Newspaper: 11%
- Other: 10%
- Don't remember: 15%

Alameda CTC *Get Rolling/BTWD* Research
BPAC Summary

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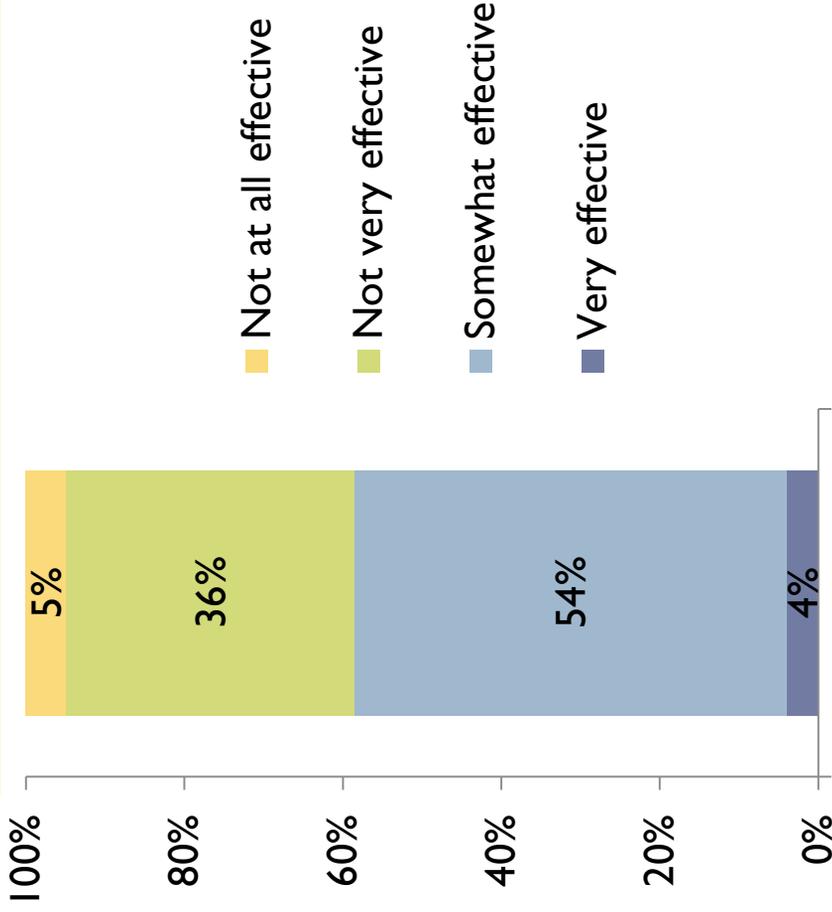
Self-reported cyclist participation in Bike to Work Day is high

■ Residents survey ■ Bicyclists survey

Category	Residents survey	Bicyclists survey
Ever participated in BTWD	17%	75%
BTWD 2010	5%	62%
Team Bike Challenge	3%	11%
Walk & Roll to School Day	14%	16%

Alameda CTC *Get Rolling*/BTWD Research
BPAC Summary

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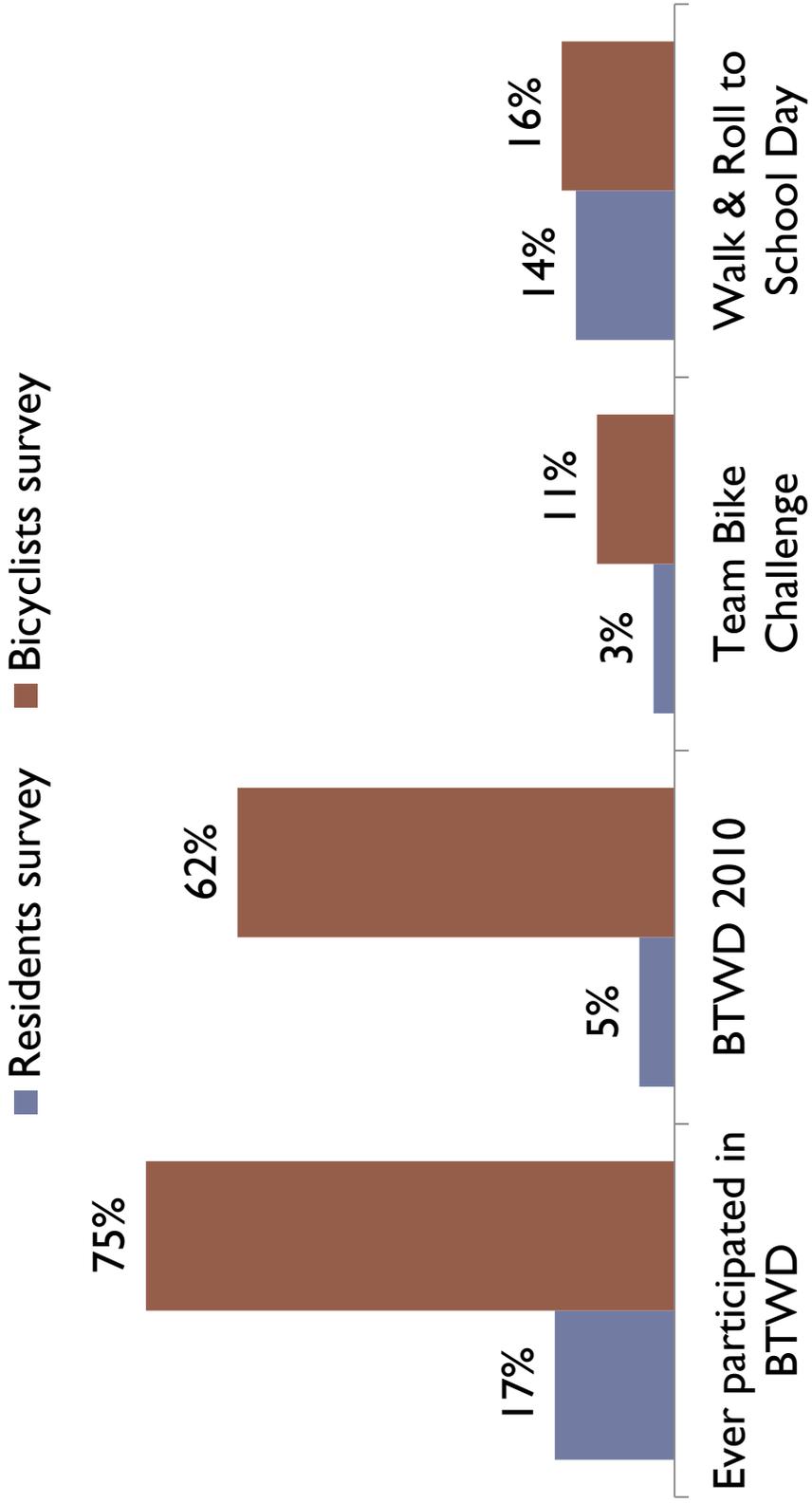
Most BTWD participants are likely to repeat

How likely are you to participate in Bike to Work Day in May 2011?

- Very likely
- Somewhat likely
- Somewhat unlikely
- Very unlikely
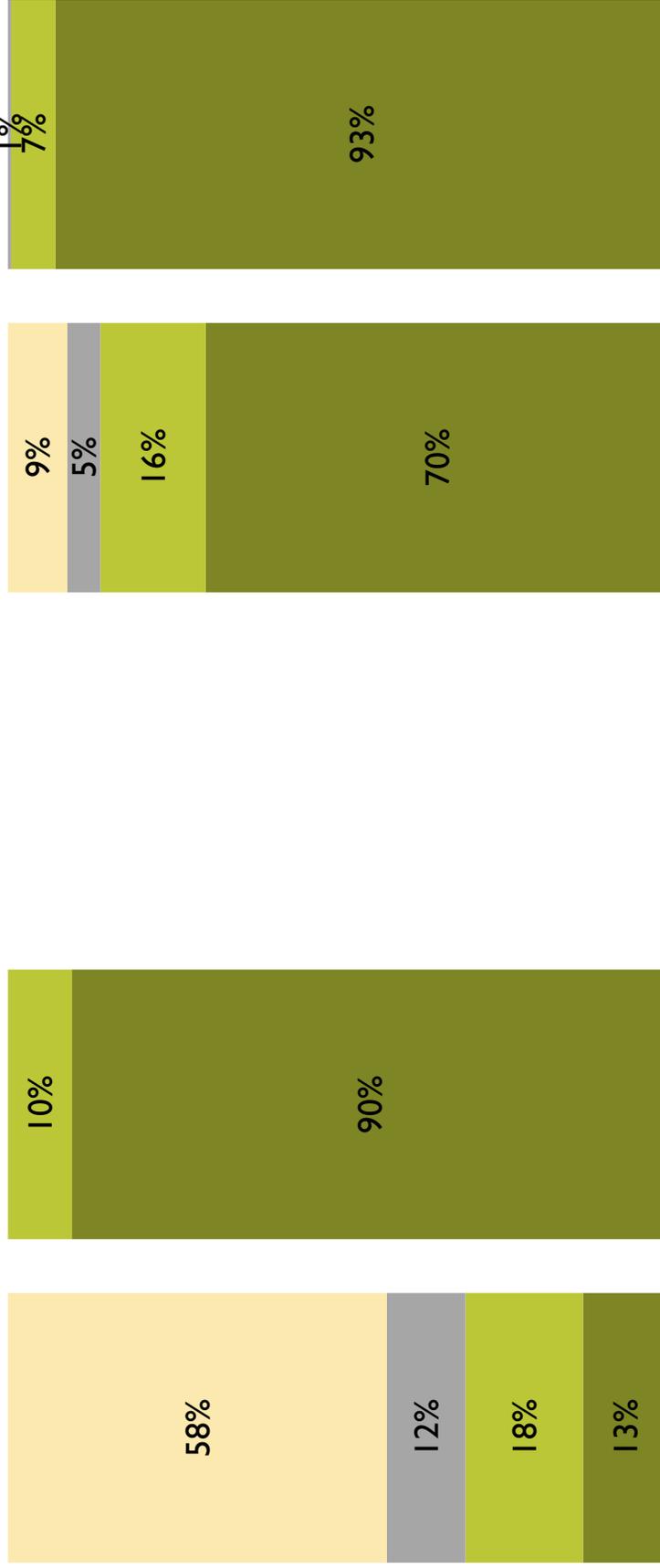
All in residents survey Residents survey: 2010 BTWD participants

All in bicyclists survey Bicyclists survey: 2010 BTWD participants

	Very likely	Somewhat likely	Somewhat unlikely	Very unlikely
Residents survey: 2010 BTWD participants	90%	10%		
All in residents survey	58%	18%	12%	13%
Bicyclists survey: 2010 BTWD participants	93%	7%		1%
All in bicyclists survey	70%	16%	5%	9%

Residents Survey: n=400

Bicyclists Survey: n=656

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Many of Those Who Have Participated in BTWD Report Riding Their Bikes With More Frequency Now (Bicyclists Survey Only)

Bicycle riding frequency before & after BTWD participation

Legend:
- 6-7 days/week
- 1-5 days/month
- 5 days/week
- 1-11 days/year
- 2-4 days/week
- Never

Bike frequency before 1st BTWD (Q21)
- 26%
- 19%
- 31%
- 9% 9% 4%

Bike frequency now (Q1)
- 30%
- 20%
- 32%
- 11% 8%

Q22. Since participating in Bike to Work Day, would you say you ride your bicycle…

- Less often 4%
- A lot more often 10%
- A little more often 10%
- Same amount as before 76%

Alameda CTC *Get Rolling*/BTWD Research
BPAC Summary

Bicyclists Survey: n=656

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Safety and distance are volunteered most often as the top reasons people do not bike

Thinking about riding a bicycle to get to a destination, what would you say are the top three reasons people do not ride their bicycles as a means of getting places more often? (**Open-ended – Accept up to 3 responses**)

■ Residents Survey ■ Bicyclists Survey

Category	Residents Survey	Bicyclists Survey
Time / Distance	49%	42%
Safety concerns	43%	71%
Difficult / Lazy / Not in shape	28%	35%
Convenience of a car / Need a car	25%	39%
Bad Weather	25%	17%
Don't own a bike / lack of interest / Can't ride a bike	15%	15%
No bike lanes / Nowhere to store bike	9%	31%
Hygeine concerns	4%	20%
Too many hills / Terrain	3%	4%
Other/ Don't know	5%	28%

Alameda CTC *Get Rolling*/BTWD Research BPAC Summary

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Sharing the road with cars is a major concern for both residents and cyclists

Following is a list of reasons some people give for not riding their bicycles to work, school and the other places they go regularly. Whether or not you regularly ride your bicycle to get where you are going, please indicate how important of a factor each one is for you personally when considering riding a bike. Please rate on a scale of 1 to 7, 1 being Not Important & 7 being Extremely Important.

■ Residents Survey: Mean   ■ Bicyclists Survey: Mean

	Residents	Bicyclists
Worried about cars on the road	5.33	4.30
Fear of bad weather	5.12	3.91
Not enough bike lanes or bike-safe streets on your route	5.01	4.45
The places you regularly go are too far away to ride	5.01	3.47
Worried about my personal safety	5.00	3.81
Worried about getting home quickly in an emergency	4.94	2.26
You have to carry a lot of stuff	4.80	4.08
Need to have access to a car at some point during the day	4.72	3.00
Poor road and pavement conditions	4.61	4.17
Don't want to arrive at your destination sweaty	4.57	3.41
No safe place to park bike at destination	4.48	4.13

Alameda CTC *Get Rolling*/BTWD Research
BPAC Summary

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More bike lanes and paths and other safety improvements are the most appealing improvements

Following is a list of things that might make it easier for people to ride their bicycles as transportation. For each, please indicate if it would make you more likely to ride your bicycle more often for transportation.

■ Residents Survey: Much more likely ■ Bicyclists Survey: Much more likely

Improvement	Residents	Bicyclists
More places to ride away from cars, like on bike paths	56%	62%
Safety improvements at large intersections	54%	59%
More secure bike parking at the places you go	51%	55%
More dedicated bike lanes	49%	65%
More secure bike parking at transit stations	47%	53%
Wider bike lanes	45%	51%
Allowing bicycles on all forms of public transit all the time	42%	59%
An easy way to find the best bike route to the places you go	37%	28%

Residents Survey: n=400

Bicyclists Survey: n=656

Alameda CTC *Get Rolling*/BTWD Research
BPAC Summary

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www.AlamedaCTC.org

MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
              Tess Lengyel, Programs and Public Affairs Manager

Date: April 7, 2011

Subject: **TDA Article 3 Projects Review**

Recommendation
This in an information only item.

Summary
The Countywide BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County. As in the past, the BPAC is being requested to review the projects being submitted by the Alameda County Public Works Agency for the unincorporated parts of the county. Their one project is described below. Included as Attachment 08A, for information only, is a list of all of the projects submitted by local agencies for this round of TDA Article funding.

Background
The TDA Article 3 funding source, administered by the Metropolitan Transportation Commission (MTC), is an annual funding source for local agencies to use for bicycle and pedestrian projects. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC). The MTC has determined that pedestrian projects do not require this review, since a BAC does not necessarily represent pedestrians. Cities may use their own BAC, if they have one, for this review. Additionally, projects submitted for TDA funding that were included in a locally adopted bicycle plan are considered to have received the necessary review.

The Alameda County Public Works Agency is the only agency requesting that the BPAC review their projects this year. Their one project is described below.

Pedestrian Improvements at Various Locations
This project will construct pedestrian ramps and modify existing ramps at various locations in unincorporated Alameda County that meet American with Disabilities Act standards. This project will improve access to pedestrian activity centers by removing barriers that limit pedestrian travel.

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The TDA funding request is **$254,000**.

Attachments

07A   List of TDA Article 3 Projects for Fiscal Year 2011-2012 Funding

FY 11/12 TDA Article 3 Funds - List of Projects (4/5/11)

Agency	Proposed Projects	Amount Requested	Roll over to FY 12/13	Available Funding
	PA1			
City of Alameda (1)	Shoreline Drive/Westline Drive Bicycle Lanes	$46,370		$109,546
	Neptune Park Path	$53,176		
	Citywide Bicycle Parking Projects and Outreach Program	$10,000		
Albany	Ocean View Elementary school Pedestrian Improvements	$11,804		$11,804
Berkeley	No project submitted for FY11/12	$0	$74,983	$74,983
Emeryville (2)	ADA improvements to Pedestrian Paths at the Emeryville Marina	$63,198		$63,198
Oakland	Bicycle Wayfinding Signage	$50,000		$50,000
	Bonham Way stairs and path rehabilitation (Mira Vista Ave to Grand Ave)	$110,000		$110,000
	Harrison St/Oakland Ave bikeway (Piedmont border to Grand Ave)	$125,000	$13,667	$138,677
Piedmont	No project submitted for FY 11/12	$0	$7,810	$14,377
	PA1 Total	**$469,548**		**$572,585**
	PA2			
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	$106,181		$106,181
San Leandro* (3)	Citywide Pedestrian Improvements	$57,689		$27,689
	PA2 Total	**$163,870**		**$133,870**
	PA3			
Fremont	Alder Avenue – Nicolet Avenue Sidewalk Improvement Project	$128,117		$128,117
Newark	Citywide ADA Compliant Wheelchair Accessible Ramps	$30,779		$30,779
Union City	No project submitted for FY 11/12	$0	$52,052	$95,566
	PA3 Total	**$158,896**		**$254,462**
	PA4			
Dublin (4)	No project submitted for FY 11/12	$0	$33,859	$206,197
Livermore (5)	Livermore to Pleasanton Arroyo Trail connection	$200,000	$59,166	$385,545
Pleasanton	Valley Avenue Bike Path	$90,272		$90,272
	PA4 Total	**$290,272**		**$682,014**
	COUNTY			
Alameda County (6)	Countywide ADA Compliant Wheelchair Accessible Ramps Unincorporated Areas	$253,957		$253,957
	County Total	**$253,957**		**$253,957**
	Total	**$1,336,543**	**$241,537**	**$1,896,888**

(1) Amount for City of Alameda includes $57,248 FY10/11.
(2) Amount for City of Emeryville includes roll over of $56,105 from FY02/03 TO FY10/11.
(3) Amount for City of San Leandro includes payback loan deduction of $30,000
(5) Amount for City of Dublin includes roll-over of $39,089 FY06/07, $39,562 FY07/08, $35,315 FY08/09, $30,184 FY09/10, FY10/11 $28,188, & FY11/12 $33,859.
(6) Amount for City of Livermore includes roll-over$79,020 FY06/07, $76,885 FY07/08, $67,056 FY08/09, $53,767 FY09/10 & 49,651 FY10/11
(7) Amount for Alameda County includes reprogrammed FY08/09 TDA Article Funds ($78,773.06).

NOTE:
*City of San Leandro will pay back loan of $30,000 to City of Dublin with FY12/13 TDA Article3 allocation.

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ALAMEDA
County Transportation
Commission

1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400

www.AlamedaCTC.org

MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
            Tess Lengyel, Programs and Public Affairs Manager

Date: April 7, 2011

Subject: **Review of Upcoming Election of BPAC Officers**

Recommendation
This in an information only item. No action is requested.

Summary
Per the BPAC Guidelines, the BPAC members must elect a Chair and Vice-Chair once per year. Elections are typically held in June, which is the meeting before the beginning of the fiscal year. At its next meeting, BPAC members will be requested to hold elections. This memo is meant to familiarize members with the roles and responsibilities of the Chair and Vice-Chair positions, should a member wish to run for one of these two positions.

The applicable section from the BPAC Guidelines is included below.

"6. Officers
The BPAC shall annually elect a Chair and Vice-Chair. An individual receiving a majority of votes by a quorum of the BPAC shall be deemed to have been elected and will assume office at the meeting following the election (except for the first meeting of the BPAC where s/he will assume office at the same meeting). Officers shall be eligible for re-election for two subsequent one year terms. The Chair shall preside at all meetings of BPAC and may represent the BPAC before the ACTIA Board to report on BPAC activities. The Vice Chair shall assume all duties of the Chair in the absence of, or upon the request of the Chair."

As noted above, the Chair (or Vice-Chair) is expected to attend the Alameda County Transportation Commission meetings (formerly the ACTIA Board meetings) to report on any BPAC meetings or activities that have occurred since the last report to the Commission. If there have been no recent BPAC meetings, the Chair does not need to attend the Commission meeting. Currently the Commission meetings take place at 2:30pm on the fourth Thursday of each month.

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ALAMEDA
County Transportation
Commission

MEMORANDUM

DATE: March 29, 2011

TO: Technical Advisory Working Group

FROM: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs

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

Recommendation
This item is for information only. No action is requested. Highlights include an update on the Association of Bay Area Governments (ABAG) process for seeking input on their recently released Initial Vision Scenario and on the implementation of the CWTP and RTP Call for Projects and Programs. Staff is developing a draft master list of projects and programs received to date, which will be distributed at the April meeting for information.

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

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

April 2011 Update:
This report focuses on the month of April 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in

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Attachment B. Highlights include MTC/Alameda CTC Call for Projects and Programs and the process for moving from the recently released Initial Vision Scenario to the Detailed Scenarios that are scheduled to be released in July.

1) MTC/ Alameda CTC Call for Projects and Programs

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications are due to Alameda CTC by **April 12, 2011**, so they can be screened and a preliminary list of CWTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by **April 29, 2011**. The Draft list of projects and programs will be presented to Alameda CTC committees in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County and through the Alameda CTC administrative and advisory committee meetings. Staff is developing a master list of projects and programs received to date, which will be distributed at the April meeting.

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

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals (Attachment 09C). The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Detailed Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Detailed Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG is being scheduled in **May**. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled for **May 14, 2011**.

3) RTP/SCS Work Element Proposals and

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:
- 25-year financial forecast assumptions;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April;
- Projects performance assessment approach; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.

2

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4th Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011
CWTP-TEP Technical Advisory Working Group	2nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	April 14, 2011 May 12, 2011
CWTP-TEP Community Advisory Working Group	1st Thursday of the month, 3:00 p.m. Location: Alameda CTC	April 7, 2011 May 5, 2011
SCS/RTP Regional Advisory Working Group	1st Tuesday of the month, 9:30 a.m. Location: MetroCenter,Oakland	April 5, 2011 May 3, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	April 13, 2011 May 11, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	April 28, 2011 May 26, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 TBD

Fiscal Impact
 None.

Attachments
Attachment 09A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment 09B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment 09C: One Bay Area SCS Planning Process

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**Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
(April through June)**

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment 09B. Major milestone dates are presented at the end of this memo. In the April to June time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions on defining the Detailed Land Use Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Providing input on issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and Project Policy that is consistent and concurrent with MTC's call for projects and guidance;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Identifying transportation investment packages for evaluation;
- Reviewing polling results for an initial read on voter perceptions;
- Continuing to conduct public outreach on transportation projects and programs and the Initial Vision Scenario and the Detailed Scenarios.

Regional Planning Efforts

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

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

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Detailed Scenarios based on that input;
- Developing draft financial projections;
- Adopting a committed transportation funding and project policy;
- Implementing a call for projects; and
- Assessing performance of the projects and beginning the performance assessment.

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

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

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

Sustainable Communities Strategy:
Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Detailed SCS Scenarios Released: July 2011
Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA
RHNA Process Begins: January 2011
Draft RHNA Methodology Released: September 2011
Draft RHNA Plan released: February 2012
Final RHNA Plan released/Adopted: July 2012/October 2012

RTP
Develop Financial Forecasts and Committed Funding Policy: March/April 2011
Call for RTP Transportation Projects: March 1 through April 29, 2011
Conduct Performance Assessment: March 2011 - September 2011
Transportation Policy Investment Dialogue: October 2011 – February 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

CWTP-TEP
Develop Land Use Scenarios: May 2011
Call for Projects: Concurrent with MTC
Outreach: January 2011 - June 2011
Draft List of CWTP screened Projects and Programs: July 2011
First Draft CWTP: September 2011
TEP Program and Project Packages: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: July 2012
TEP Submitted for Ballot: August 2012

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2010

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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2011

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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2012

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

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To: MTC Planning Committee, ABAG Administrative   Date: March 4, 2011
       Committee

Fr: ABAG and MTC Executive Directors

Re: Initial Vision Scenario

The Initial Vision Scenario starts the conversation on the Sustainable Communities Strategy among local jurisdictions, regional agencies, and other interested stakeholders. This scenario proposes a future development pattern that depends upon a strong economy, sufficient funding for affordable housing and supportive public infrastructure and transportation investments. The proposed distribution of housing focuses on areas close to transit that have been identified by local jurisdictions. This focused growth pattern preserves open space and agricultural land in the Bay Area.

This important step in the Sustainable Communities Strategy process is designed to solicit comment primarily from local elected officials and their constituents. This input will inform the development of the detailed scenarios to be drafted by the summer of 2011.

Through integrated regional land use, housing, and transportation investments, the Initial Vision Scenario proposes a sustainable pattern of regional growth that maximizes the reduction of greenhouse gas emissions while accommodating the entire region's housing need through 2035. In this scenario, which is unconstrained in terms of financial and other resources to support housing growth, Priority Development Areas (PDAs), Infill Opportunity Areas (areas not designated as PDAs, but that share many of the same attributes), and transit corridors accommodate a major share of housing growth. The development of the transportation network in the region by 2035 is aligned with those areas. As such the transportation network for the Initial Vision Scenario is based on Transportation 2035, but also includes improved transit headways to serve increased growth in PDAs and Infill Opportunity Areas. The attached maps show the Priority Development and Infill Opportunity Areas for the region and for each county.

The Initial Vision Scenario relies on input from local jurisdictions and the characteristics of the places they identified for the distribution of growth. The Initial Vision Scenario differs from previous forecasts (Projections 2007, 2009, 2011) in identifying places to accommodate an additional demand for 267,000 households beyond Projections 2011 so that the current phenomenon of "in-commuting" from adjoining regions does not worsen in the future. These prior forecasts were derived from Census Tracts. This scenario was constructed utilizing a detailed place-based approach, meaning that growth was distributed in specific neighborhoods or geographic locations based on their characteristics. Between November 2010 and January 2011, MTC and ABAG received input from local planners on the capacity for sustainable growth in PDAs and new Infill Opportunity Areas to supplement the information gathered through the PDA Assessment. To the extent possible, MTC and ABAG staff used local estimates of

growth to meet the housing target. However, this scenario includes additional housing units in some PDAs or Infill Opportunity Areas beyond the number submitted by local jurisdictions.

The Initial Vision Scenario assumes a growth of 903,000 households up to 3.6 million, and 1.2 million jobs up to 4.5 million by 2035 compared to today. About 95 percent of new households are accommodated within the urban footprint. PDAs and Infill Opportunity Areas include about two thirds of household growth in the region. At the county level, San Francisco, Santa Clara, Alameda and Contra Costa are projected to absorb a major share of the total increase in the number of households, at nearly 80%. They also absorb the majority of the region's job growth, also nearly 80%. It should be noted that the Initial Vision Scenario does not substantially reallocate jobs to PDAs and assumes continued job growth in employment campuses dispersed throughout the region.

Major cities take the lead in the projected growth of housing in the region. San Jose, San Francisco, and Oakland are projected to produce one third of the housing needed by 2035 by building upon their regional centers and intensifying transit corridor development. At the same time, medium-sized cities that range from city centers to transit towns (Fremont, Santa Rosa, Berkeley, Hayward, Richmond, Concord, and Santa Clara) would accommodate 17 percent of the regional total.

When assessed against the performance targets adopted by the regional agencies, the Initial Vision Scenario reflects significant progress towards the sustainability and equity targets of the region. The Initial Vision Scenario meets the regional housing target and achieves an incremental improvement over our current regional plans with the reduction of greenhouse gas emissions (GHG) per capita by 12 percent in 2035. Thus, it falls short of the 15% GHG per capita reduction target in 2035 established by California Air Resources Board. As expected, we will need to evaluate other infrastructure and transportation demand management strategies in order for the region to achieve the GHG target.

The performance of the Initial Vision Scenario on healthy and safe communities, equitable access, and transportation system effectiveness targets is mixed, indicating some improvements over previous trends and previous forecasts. These results point to the need for additional policies and strategies to meet the regional performance targets. In particular, strategies that will encourage more job growth in PDAs and near transit nodes would substantially improve the performance of the targets, especially the greenhouse gas emissions target. These strategies will be the subject of the upcoming detailed scenarios analysis.

The complete report on the Initial Vision Scenario with detailed analysis, data, and maps will be released for public review and presented at your March 11, 2011 joint meeting.
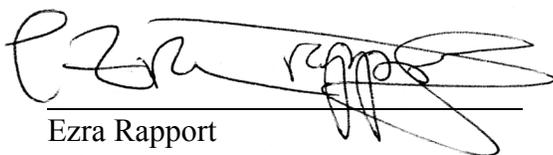
Ezra Rapport   Steve Heminger
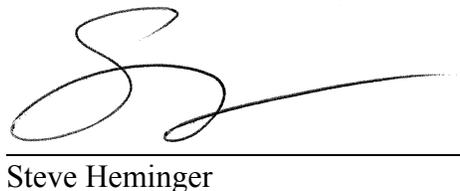
BayArea Plan

Current Regional Plans & Initial Vision Scenario

Partnership Technical Advisory Committee

March 21, 2011

SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035

- Use realistic demographic and revenue assumptions

- House the region's population at all income levels

- Align transportation investments, housing growth, and land use planning

- Adopt in early 2013 by ABAG and MTC

BayArea
Plan

Initial Vision Scenario

- **Starting point to develop the Sustainable Communities Strategy (SCS)**
- **Identifies places for sustainable growth**
- **Accommodates regional housing need**
- **Strengthens existing communities**
- **Utilizes existing transit infrastructure**
- **Assumes unconstrained resources**
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

Current Regional Plans

- **Updates Projections 2009 forecast**
- **Starting point for analysis; basis for creation of the Initial Vision Scenario**
- **Reflects current planning and assumptions**
- **Not designed to meet the targets**
- **Won't become the Sustainable Communities Strategy**

BayArea Plan

Initial Vision Scenario:
How was it developed?

- **Housing Growth Distribution Criteria**
  - Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
  - Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
  - Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
  - Major mixed-use corridors with high potential for transit-served, infill development

**BayArea
Plan**

Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+633,500	+1,717,900	+881,600	+1,129,100
2035 Growth Increment	+269,000	+363,700	+165,000	+92,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,222,000
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

BayArea Plan

Housing Distribution

70% of growth in Priority Development Areas and Growth Opportunity Areas

97% of growth within the existing urban footprint

Place Type

	Regional Center
	City Center
	Urban Neighborhood
	Suburban Center
	Transit Town Center
	Mixed-Use Corridor
	Transit Neighborhood
	Rural Town Center
	Rural Mixed-Use Corridor
	Employment Center
✻	Priority Conservation Area
	El Camino Real Corridor
	San Pablo Avenue Corridor
	Telegraph Avenue - International Boulevard - Mission Boulevard Corridor

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
Protected areas data from California Protected Areas Database (www.calands.org), 2010

ABAG GIS/March 2011

Scale

BayArea Plan

Initial Vision Scenario:
Housing Distribution

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
TOTAL	2,669,800	3,572,300	902,600	34%

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Initial Vision Scenario:
Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area

- Limits greenfield development – 97% of growth in existing developed areas

- Reduces development pressure on Priority Conservation Areas

- Preserves character of existing residential neighborhoods

- Utilizes existing transit; strengthens planned transit

- Provides for rapid growth in senior population

- Leverages /improves existing water, sewer infrastructure

- Lower per capita water use to growth location, development type

Bay Area Plan

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Current Regional Plans:
Regional Job Projections

Legend:
- Projections 2003
- Projections 2005
- Projections 2007
- Projections 2009
- Projections 2011

Jobs in millions

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BayArea
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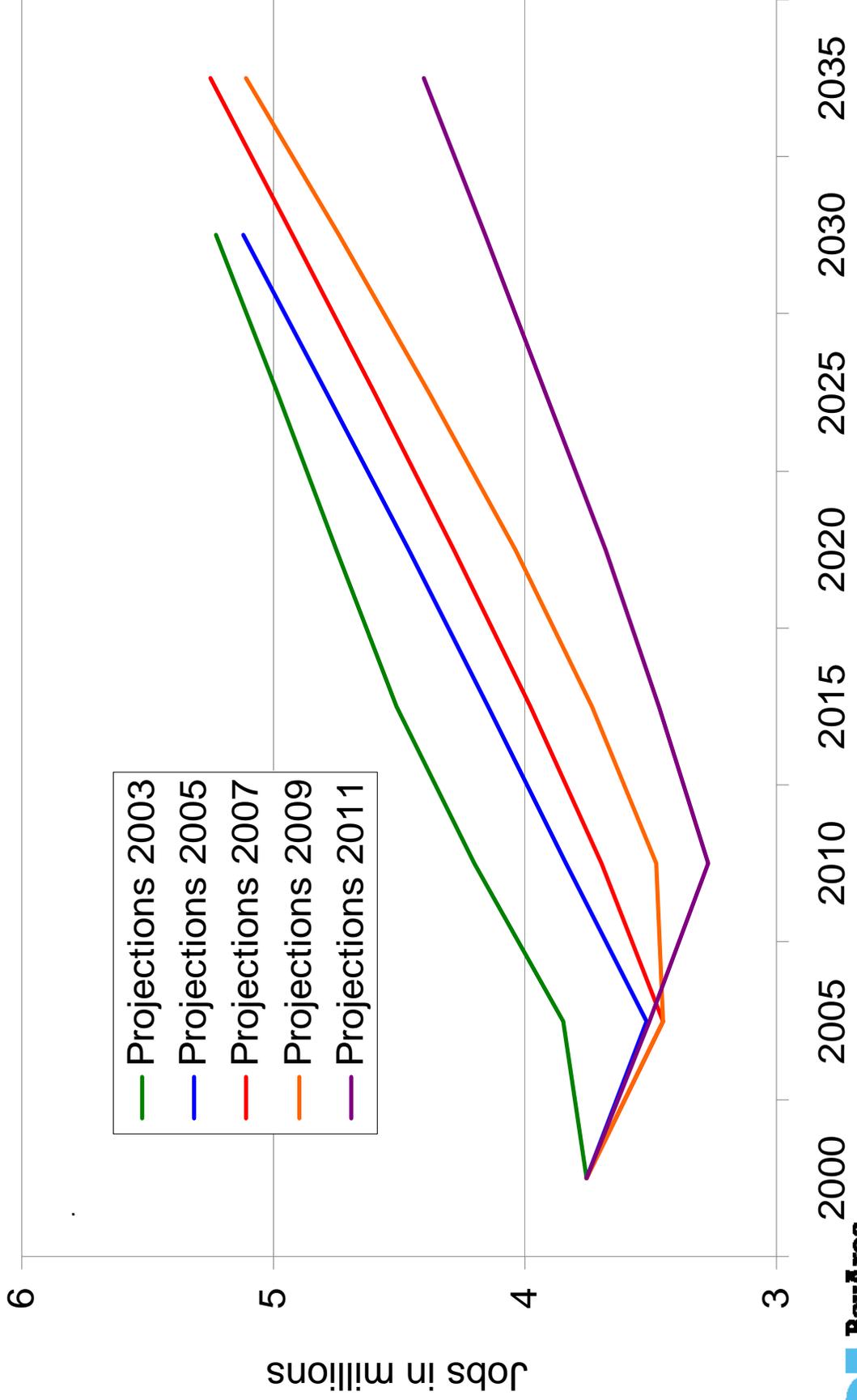
Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
TOTAL	3,271,300	4,493,300	1,222,000	37%

BayArea Plan

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Initial Vision Scenario:
Transportation Network

- **Transportation 2035 is base network with Express Lane Backbone system**

- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**

- **Highlights include …**

  - Improved headways on over 70 local bus routes and several express bus routes

  - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE

  - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties

- **Increase in passenger seat miles of**

  - 55 percent relative to 2005

  - 25 percent relative to Current Regional Plans in 2035

BayArea Plan

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Growth in Transportation Capacity From Year 2005

Growth in Transport Capacity Relative to Year 2005

- Year 2035, Current Regional Plans (v 0.0)
- Year 2035, Initial Vision (v 0.0)

60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%

Transit

Roadway

Transport Mode
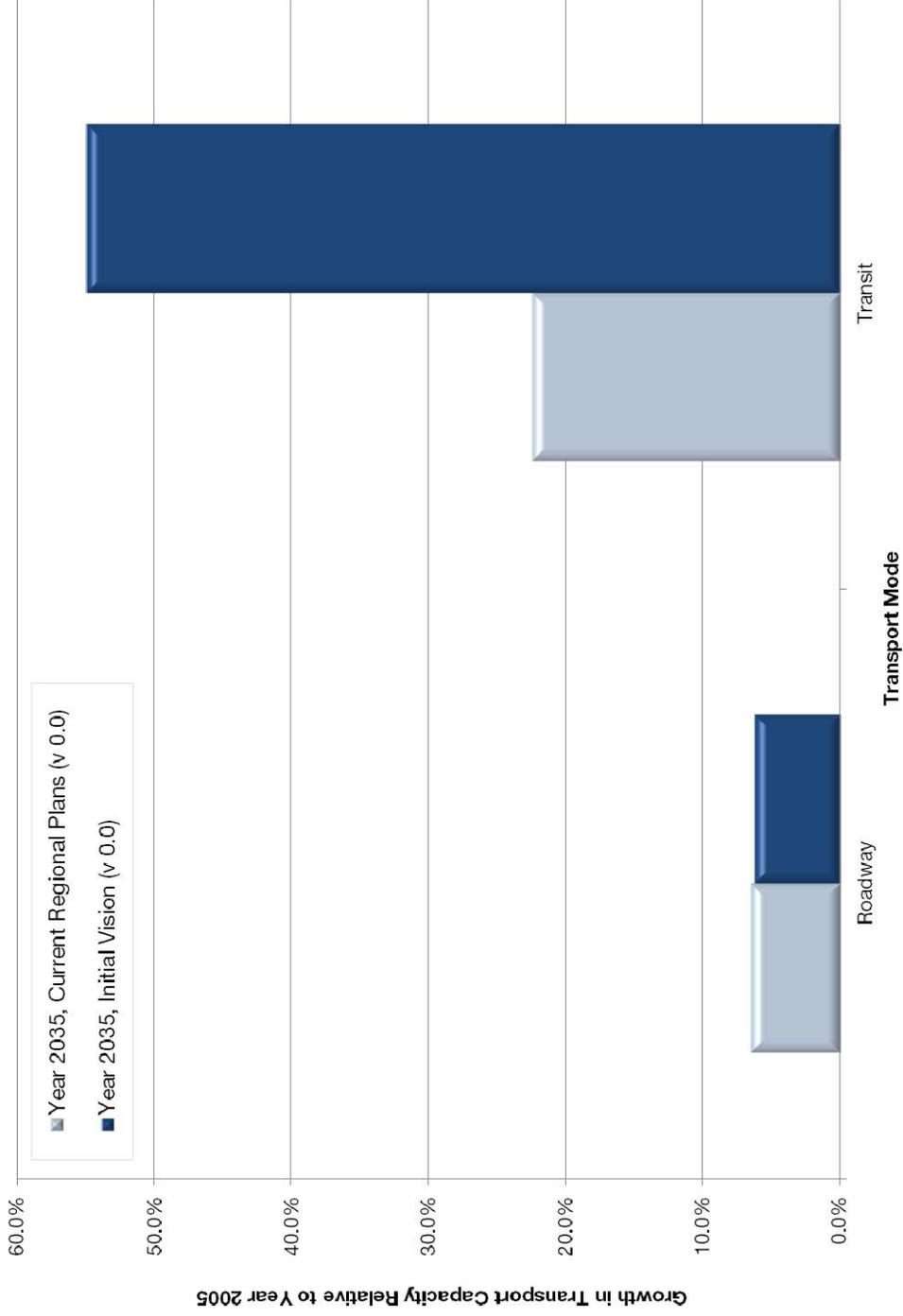
GHG Emission Reduction Estimates
(% per capita - 2005 vs. 2035)

-12% -10% -7% -2% 0% +2%

Initial Vision

Current Regional Plans (model, HOT, tolls)

T-2035 w/ Current Regional Plans land use

T-2035 w/ Proj 09

T-2035 w/ Proj 07
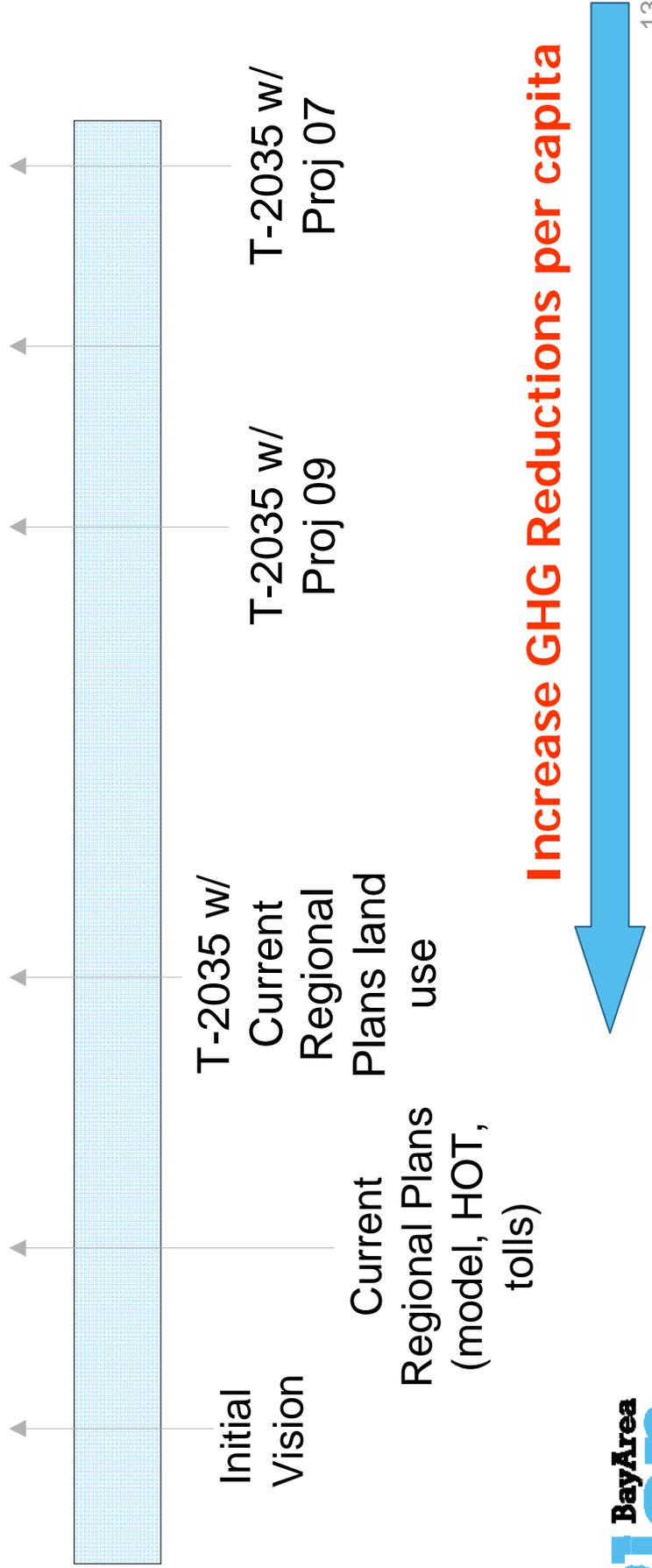
Increase GHG Reductions per capita

BayArea Plan

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GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

BayArea Plan

Target Results Preview

Initial Vision Scenario does two things:

1. **Creates more housing and more affordable housing**

   This is all "good" news for the targets:

   - Meets the housing target
   - Improves jobs-housing-transit alignment
   - Reduces housing costs for low-income households

2. **Brings more people into the region**

   This is both "good" and "bad" for the targets:

   - New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
   - But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos

BayArea
Plan

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Target Results (1)

1. Reduce CO₂ per capita
* autos and light-duty trucks only *

-15%
-10%
-12%

2. House projected regional growth

100%
73%
100%

3a. Reduce premature deaths from PM₂.₅ emissions

-10%
-25%
-24%

3b. Reduce PM₁₀ emissions

-30%
-13%
-10%

4. Reduce injuries and fatalities from collisions

-50%
18%
21%

5. Increase daily time spent walking/biking per person to 15 minutes

100%
68%
72%

Current Regional Plans

Initial Vision Scenario

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Target Results (2)

6. Direct new non-agricultural development within urban footprint *measured in housing units *

- Current Regional Plans: 95%
- Initial Vision Scenario: 97%
- Target: 100%

7. Reduce housing + transportation costs as share of low-income households' budgets

- Current Regional Plans: 3%
- Initial Vision Scenario: -4%
- Target: -10%

8. Increase gross regional product [GRP]

- Targets results not yet available
- Targets results not yet available
- Target: 90%

9a. Reduce per-trip travel time for non-auto trips

- Current Regional Plans: 5%
- Initial Vision Scenario: 7%
- Target: -10%

9a. Increase non-auto mode share (alternative target)

- Current Regional Plans: 19%
- Initial Vision Scenario: 20%
- Target: 25%

9b. Reduce VMT per capita

- Current Regional Plans: -8%
- Initial Vision Scenario: -10%
- Target: -10%

Legend:
- Current Regional Plans
- Initial Vision Scenario

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Initial Vision Equity Analysis: Approach

- **Three-phase Equity Analysis approach outlined in Public Participation Plan**

```
[ Initial Vision ] → [ Detailed Scenarios ] → [ Preferred Scenario ]
```

- **Initial Vision Scenario Approach**
  - Break out targets by income level as preliminary equity indicators

- **Reviewed approach and results with RTP/SCS Equity Working Group**
  - Interested members of Regional Advisory Working Group and MTC's Policy Advisory Council Equity & Access Subcommittee

BayArea Plan

Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

		Current Conditions	2035 Initial Vision Scenario
Climate Protection	*Per-capita VMT*	◑	◑
Adequate Housing	*Adequate housing*	○	◑
Healthy and Safe Communities	*Active travel*	●	●
Equitable Access	*Affordability*	○	◑
Economic Vitality	*Travel time to work/school*	●	●
	Travel cost	◑	●
Transportation System Effectiveness	*Non-auto travel time*	●	●

KEY
○ = Worse results
◑ = Result mixed, or by assumption
● = Similar or better results

Bay Area Plan

Conclusions

- The Initial Vision Scenario reflects additional progress towards the sustainability of the region

- The prolonged Great Recession is having profound impacts on projected job growth

- Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit

- While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets

- Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies

- Employment location, and its relationship to housing and transit, is a key issue requiring further analysis

BayArea Plan

Next Steps

Public Involvement (mid-March – July 2011)

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

Detailed SCS Scenarios Definitions (April – December 2011)

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

BayArea Plan

Next Steps (continued)

Additional Analysis (starting in April 2011)

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

Transportation Investment Strategy (starting in October 2011)

- Discuss transportation policies and investment strategies

Regional Housing Needs Allocation (RHNA) (underway)

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012

BayArea Plan

		Working Draft: 2012 CWTP - Initial List of Projects (based on Call for Projects Initial List, Outreach Activities so far and 2008 CWTP)	
#	**Sponsor**	**Project Title**	**Planning Area**
List of Projects from the Call for Projects including 2011 Outreach and 2008 CWTP with sponsors			
1	AC Transit	66th Avenue Upgrade to Operational Facility	
2	AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures	
3	AC Transit	Contra Flow Lane on Bay Bridge - Transit Priority Measures	
4	AC Transit	East Bay BRT - Transit Priority Measures	
5	AC Transit	Foothill TSP - Transit Priority Measures	
6	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures	
7	AC Transit	New Transfer Facility Central and Northern Alameda County	
8	AC Transit	San Pablo Avenue Rapid to Hilltop Implementation - Transit Priority Measures	
9	AC Transit	San Pablo Dam Transit Priority - - Transit Priority Measures	
10	AC Transit	Speed Protection in Urban Core - Transit Priority Measures	
11	AC Transit	Dedicated contra flow lane on the SFOBB connecting to Transbay Terminal (AC Transit study)	
12	ACTC	I-80 Integrated Corridor Mobility project	1
13	ACTC	I 580 Strobridge interchange	4
14	ACTC	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4
15	ACTC	I-580 HOT Lanes from Greenville Rd west to I-680	4
16	ACTC	I-580 ROW preservation for transit in I-580 corridor	4
17	ACTC	I-580 WB auxiliary lane from First to Isabel	4
18	ACTC	I-580 widening for EB and WB HOV and auxiliary lanes from Tassajara Rd to Greenville Rd	4
19	ACTC	I-680 widening for SB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lane)	3
20	ACTC	I-880 / I-238 connector	2
21	ACTC	I-880 extend NB HOV lanes between I-238 and Hegenberger	1, 2
22	ACTC	I-880 extend NB HOV lanes north from Hacienda Ave	2
23	ACTC	I-880 Washington interchange	2
24	ACTC	I-880 West Winton interchange	2
25	ACTC	I-880 Whipple interchange	2
26	ACTC	SR 262 Mission Blvd Improvements	3
27	ACTC	SR 84 Expressway widening btw Jack London and Vallecitos	4
28	ACTC	SR 92 Industrial interchange	2
29	ACTC /City of Berkeley	I-80 Gilman Street Interchange Improvements	1
30	ACTC /Samtrans/City of Newark	Dumbarton Rail Corridor Project	3
31	ACTC/Alameda County	East Bay Greenway Project / UPRR Corridor Improvements Project	
32	ACTC/MTC	I-680/Sunol Express Lanes	3, 4
33	ACTC/MTC	I-580 Express Lanes	2, 4
34	Alameda County	SR 84 Improvements (I-680 to …)	
35	BART	BART Hayward Maintenance Complex	Multi

#	Sponsor	Project Title	Planning Area
36	BART	BART to San Jose	3
37	BART	BART-Oakland International Airport Connector	
38	BART/City of Fremont	Warm Springs BART Station	
39	BART/City of Fremont	Irvington BART Station	3
40	BART/City of Livermore	BART to Livermore extension	4
41	Caltrans	I-580 Eastbound Truck Climbing Lane	4
42	Caltrans	I-80 : SFOBB HOV Bypass at left side of toll plaza	1
43	Caltrans	I-880 NB HOV lane extension from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	1
44	Caltrans	I-880 North Improvements: I-880 SB and 66th/Hegenberger auxiliary lanes	1
45	Caltrans	I-880 widening for SB HOV lane from Hegenberger Rd to Marina Blvd (reconstruct bridge at Davis St. and Marina Blvd.)	2
46	Caltrans	I-880 /23rd/29th interchange	1
47	Caltrans	I-880 / SR 92 Interchange Improvements	2
48	City of Alameda	Miller Sweeney (Fruitvale Avenue) Bridge	1
49	City of Alameda	Rapid Bus Service from Alameda Point to Fruitvale BART station	1
50	City of Alameda	Shoreline Drive Conversion from 4 lanes to 2 lanes	1
51	City of Alameda/City of Oakland	I-880 Broadway/Jackson interchange	1
52	City of Albany	Buchanan Overcrossing	1
53	City of Albany	Cleveland Avenue Improvements	1
54	City of Albany	Key Route Boulevard	1
55	City of Albany	Pierce Street Bicycle Bikeway	1
56	City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1
57	City of Albany	Solano Avenue pavement resurfacing and beautification	1
58	City of Albany	Washington Avenue @ San Pablo	1
59	City of Berkeley	I-80 Berkeley: Improve Ashby Ave. / I-80 IC/Aquatic Park Access streetscape, bicycle and pedestrian facilities.	1
60	City of Berkeley	Ashby/State Route 13 Corridor Improvements	1
61	City of Berkeley	Bay Trail Extension	1
62	City of Berkeley	I-80 Ashby Shellmound Interchange Improvements	1
63	City of Berkeley	I-80 University Avenue Interchange Improvements	1
64	City of Berkeley	Railroad Crossing Improvements	1
65	City of Berkeley	Downtown Berkeley Transit Center	1
66	City of Berkeley /ACTC (Smart Corridor)	I-80 Corridor Improvements: Complete Streets, Smart Corridor, TOD Infrastructure, Priority Development Area	1
67	City of Dublin	Alamo Canal Trail under I-580	4
68	City of Dublin	Dougherty Road Widening from Sierra Lane to North city Limit	4
69	City of Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court	4
70	City of Dublin	Dublin Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	4

#	Sponsor	Project Title	Planning Area
71	City of Dublin	I-580/I-680 Connector - Project Development	4
72	City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road	4
73	City of Dublin	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center	4
74	City of Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	4
75	City of Emeryville	Powell St Bridge Widening - West bound with bus bay	1
76	City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1
77	City of Emeryville	I-80 EB Powell Street Offramp	1
78	City of Emeryville	I-80 Ashby Interchange	1
79	City of Fremont	"Rails to Trails"	3
80	City of Fremont	Auto Mall Parkway	3
81	City of Fremont	Extend Capitol Avenue from State Street to Fremont Blvd.	3
82	City of Fremont	Capitol Corridor & ACE	3
83	City of Fremont	City Center/Downtown Bus/Shuttle Circulator	3
84	City of Fremont	Fremont Blvd. extension to connect with Dixon Landing Road	3
85	City of Fremont	Fremont Blvd. widening	3
86	City of Fremont	Greenbelt Gateway Project	3
87	City of Fremont	Include bike/pedestrian grade separation on Blacow at UPRR/BART tracks	3
88	City of Fremont	Mission Boulevard Widening	3
89	City of Fremont	Mission/Warren/Truck Rail	3
90	City of Fremont	SR 84 Relinquished Route Upgrade	3
91	City of Fremont	Kato Road widening from Warren Ave. to Milmont	3
92	City of Hayward	Clawiter-Whitesell Interchange	2
93	City of Hayward	I-880 Industrial Parkway Interchange Phase 1	2
94	City of Hayward	I-880 Industrial parkway Interchange Phase 2	2
95	City of Hayward	I-880 West A Street Interchange	2
96	City of Hayward	I-880 Whipple Road Interchange	2
97	City of Hayward	I-880 Winton Avenue interchange improvements	2
98	City of Hayward	SR-92 / Industrial Boulevard interchange	2
99	City of Hayward	Tennyson Road Grade Separation	2
100	City of Livermore	Jack London Phase II	4
101	City of Livermore	Altamont Rail	4
102	City of Livermore	Dublin Blvd-North Canyons Connector	4
103	City of Livermore	Greenville Widening	4
104	City of Livermore	I-580 First St. interchange	4
105	City of Livermore	I-580 Greenville interchange	4
106	City of Livermore	I-580 Isabel Phase II interchange	4
107	City of Livermore	I-580 Vasco interchange	4
108	City of Livermore	Stanley-Isabel to Valley	4
109	City of Livermore	Vasco Widening	4
110	City of Livermore	El Charro Rd. to Stanley roadway expansion	4
111	City of Newark	Thornton Avenue and State Route 84 Interchange Improvements (new)	
112	City of Newark	Central Avenue Railroad Overpass	3
113	City of Newark	Mowry Avenue Railroad Overpass	3
114	City of Newark	Thornton Avenue Widening	3
115	City of Oakland	I-880: 42nd/High Street Access Improvements	1
116	City of Oakland	Lake Merritt Channel/Estuary Area/Bay Trail Connections Improvements	1

#	Sponsor	Project Title	Planning Area
117	City of Oakland	Oakland Army Base Transportation Infrastructure Improvements	1
118	City of Oakland	Oakland Coliseum Transportation Infrastructure Access Improvements	1
119	City of Oakland	SR-24 / Caldecott Tunnel enhancements	1
120	City of Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel	4
121	City of Pleasanton	I-680 Bernal Interchange improvements	4
122	City of Pleasanton	Complete Streets for Hacienda Business Park	4
123	City of Pleasanton	El Charro Road Construction	4
124	City of Pleasanton	I-580 /Foothill/San Ramon Interchange improvements	4
125	City of Pleasanton	Iron Horse Trail Bridge	4
126	City of Pleasanton	Park and Ride construction on Bernal Avenue	4
127	City of Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School	4
128	City of Pleasanton	I-580 Santa Rita Interchange improvements	4
129	City of Pleasanton	SR 84 widening from Pigeon Pass to 680.	4
130	City of Pleasanton	I-680 Stoneridge Drive overcrossing widening	4
131	City of Pleasanton	I-680 Sunol Boulevard Interchange	4
132	City of San Leandro	Bay Fair BART Transit Village	2
133	City of San Leandro	E. 14th St at the Hesperian Blvd/150th Avenue	2
134	City of San Leandro	East Bay Greenway – San Leandro portion	2
135	City of San Leandro	I-880 Davis Street Interchange	2
136	City of San Leandro	I-880 Marina Boulevard Interchange	2
137	City of San Leandro	Traffic Signal System Upgrade	2
138	City of Union City	Dumbarton Rail/Capitol Corridor ROW	3
139	City of Union City	East West Connector Roadway	3
140	City of Union City	I-880 Whipple -full interchange improvements, including N/B off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	3
141	City of Union City	Grade Separation on Decoto Road at Oakland Subdivision	3
142	City of Union City	Pedestrian overpasses to connect jobs/housing to Intermodal Station	3
143	City of Union City	Union City BART Phase 2 /Passenger Rail Station	3
144	City of Union City	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	3
145	City of Union City	Whipple Road at I-880 to Mission Boulevard (widen to 2 lanes in both directions with full street improvments, including new bridge over BART tracks	3
146	City of Union City	Union City Intermodal, Phase 1	3
147	LAVTA	Satellite Operations and Maintenance Facility	4
148	LAVTA	Springtown to Livermore Rapid	4
149	LAVTA	Stanley/Murdell Park and Ride	4
150	MTC	Integrated Corridor Mobility I-880 project (580/80/880 to SR-237) – and South County LATIPs)	Multi
151	WETA	Construct new Operations and Maintenance Facility in Alameda	1
152			
153		SR-84 / I-680 HOV Direct Connectors	4
154		Altamont Rail Corridor Safety and Speed Improvements	3,4
155		Cross-platform transfer BART/ACE at Livermore Station	4
156		Double track UP/ACE rail line Tracy to Livermore	4
157		Extend BART to ACE/Livermore and I-580 Greenville Station	4

#	Sponsor	Project Title	Planning Area
158		I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1
159		I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2
160		I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4
161		I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4
162		I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4
163		I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4
164		I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4
165		I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4
166		I-580 First Street Interchange - reconstruct	4
167		I-580 Greenville Rd. Interchange reconstruct	4
168		I-580 Hacienda Drive Interchange reconstruct	4
169		I-580 Spot intersection capacity improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Redwood Rd. & I-580 WB off / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	2, 4
170		I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	1
171		I-80 Gilman Ave.: Signalize I-80 ramp intersections	1
172		I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1
173		I-80 Powell St.: widen eastbound off-ramp	1
174		I-80 WB Gilman Ave. off-ramp: add 3rd lane	1
175		SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1
176		SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4
177		Transit Service Restoration and Enhancement	1
List of Projects from 2011 Outreach Efforts for which sponsors are yet to be identified			
178		I-880 Hesperian interchange improvements	
179		I-880 Industrial interchange improvements	
180		I-880 Hesperian/Lewelling Interchange	
181		Additional BART parking Capacity at upstream (SR24?) stations. Increase bus transit access to the BART Stations within the SR 24 corridor and BART system-wide operational improvements.	1
182		Union City - Capitol Corridor stop (Intermodal station.)	3
183		BART Transbay Tube (Second)	
184		BayFair Capacity Improvements ("Wye" project)	Multi
185		Ardenwood widening near Paseo Padre	**3**

#	Sponsor	Project Title	Planning Area
186		Decoto Rd (congestion relief, safety)	3
187		Express Bus service in Express Lane corridors	Multi
188		Fremont @ Peralta grade separation	3
189		Grade Separation of rail crossings at major roadways	
190		High Speed Rail/Altamont Corridor Rail	4
191		I-680 / Mission Blvd South interchange	3
192		I-680 Automall (congestion relief/safety)	3
193		I-680 NB HOT lanes	3, 4
194		I-680 pavement resurfacing south of Mission	3
195		I-80 grade separations	1
196		I-80 improvements for freeway efficiency	1
197		I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3
198		I-680 / I-880 connector/flyover	3
199		SR 84 / I-880 interchange	3
200		I-880 grade separations	Multi
201		I-880 HOT lanes	Multi
202		I-880 Industrial NB off-ramp	2
203		Intergrated Corridor Mobility	
204		Oakland Subdivision rail ROW preservation	Multi
205		Short Haul Rail improvements to reduce truck volumes on freeways	
206		SR 84 / I-680 interchange	3
207		SR 84 connector btw I-580 and I-680 (potential toll corridor)	3
208		Thornton Ave, Peralta (congestion relief, safety)	
209		Truck bypass in Central County to facilitate goods movement	2
210		Whipple Rd widening/improvements btw I-880 and Central	2
211		Bike/Ped path along I-580 to Livermore	
212		EBRPD Tassajara Creek trail	
213		Extend BART to ring the bay	
214		I-238 : Add 4th lane on I-238/Altamont for trucks	
215		I-238 to go south & traffic to go SSB to I-880 (?)	
216		I-580 Fallon/El Charro interchange improvements	4
217		I-580 Hacienda interchange improvemets	4
218		I-680 NB HOT lane	4
219		I-880 NB from Whipple in Union City – congestion management in corridor	3
220		Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4
221		Capacity Improvments for Goods Movements and Rail	multi
222		Cheaper BART Alternative	Multi
223		Increased Regional Rail Service	Multi
224		Improvements at Davis St (San Leandro)	
225		Downtown San Leandro Bypass	2
(partial) List of projects from 2008 CWTP for which sponsors are yet to submit applications or projects are completed and will be dropped			
226		SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	
227		7th Street Grade Separation	
228		Martinez Subdivision	
229		North Airport Air Cargo Access Road Improvements, Phase 1	

#	Sponsor	Project Title	Planning Area
230		Outer Harbor Intermodal Terminal (OHIT)	
231		I-880 auxiliary lane from Whipple Road to Industrial Parkway	
232		I-880/Oak Street On Ramp Re-construction	
233		SR 84 WB HOV on ramp from Newark Blvd	
234		I-880 auxiliary lane West A to Winton	
235	ACTC	I-580 on- and off-ramp improvements in Castro Valley	
236	BART	New West Dublin Station	4
237	Caltrans	SR 84 WB HOV lane extension fron Newark to I-880	3
238	City of San Leandro	Washington Avenue/Beatrice Street Interchange Improvements	
239	City of Livermore	I-580 Isabel interchange improvements, Phase 1	4
240	City of Livermore	Las Positas Road Connection, Phase 2	
241	City of Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets	
242	City of Fremont	Washington/Paseo Padre Parkway Grade Separation	3
243	City of Berkeley	Ed Roberts Campus at Ashby BART Station	
244	Caltrans	I-880 / SR 262 reconstruct interchange and widen I-880 from SR 262 (Mission Blvd.) to the Santa Clara county line from 8 lanes to 10 lanes (8 mixed fow and 2 HOV lanes)	3
245	City of Alameda	Stargell to 5th Ave Improvements	1
246	Caltrans	I-238 widening between I-580 and I-880 from 4 lanes to 5 lanes, auxiliary lanes on I-880 between I-238 and "A" St	2

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#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
		Working Draft: 2012 CWTP - Initial List of Programs (based on Call for Projects Initial List, Outreach Activities and 2008 CWTP)			
1	AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		2	5,6,7,9,10,11,12
2	AC Transit	Bus Enhancements (includes Farebox upgrade with CAD/AVL and Clipper, Automatic Passenger Counters, Internal Text Messaging) - IT systems		2	5,6,7,9,10,11,12
3	AC Transit	CAD/AVL Upgrade (includes radio/communications for mobile and fixed end) - IT systems		2	5,6,7,9,10,11,12
4	AC Transit	Facilities Greening (effluence and emmissions) - environmental program		2	5,6,7,9,10,11,12
5	AC Transit	Frequent Transit Network-to support SCS density		2	5,6,7,9,10,11,12
6	AC Transit	Greening of Vehicles - environmental program		2	5,6,7,9,10,11,12
7	AC Transit	Night Owl Network to support SCS density		2	5,6,7,9,10,11,12
8	AC Transit	neighborhoods		2	5,6,7,9,10,11,12
9	AC Transit	Supplemental School Bus Service to support SCS density		2	5,6,7,9,10,11,12
10	AC Transit	Telegraph/International/E.14th ped improvments (non pavement)		2	5,6,7,9,10,11,12
11	AC Transit	Weekend Network to support SCS density		2	5,6,7,9,10,11,12
12	AC Transit	Ecopass programs for targeted developments		2	
13	AC Transit	Upgrades)		2	
14	AC Transit	Site hardening (card key access, etc.) - Safety and security		3	
15	AC Transit	Complementary Paratransit Service		9	5
16	AC Transit	Livable Communities/Complete Streets Treatments/ADA		9	5
17	AC Transit	Neighborhood Circulator to Targeted Developments		9	
18	AC Transit	Alternative Fueling Facilities (D3, D6, CMF) - environmental program		13	
19	AC Transit	HOT lane express service		2,3,7	14,16,19
20	ACTC	Bicycle and pedestrian projects and programs	multi	1	1,2,3,
21	ACTC	Iron Horse Trail Completion		1	1
22	ACTC	Transit enhancements funded by transit center development funds	multi	2	5,6,7,9,10,11,12
23	ACTC	Arterial Performance Initiative Program	multi	5	13,15,20
24	ACTC	Soundwalls	multi	7	14,16,19
25	ACTC	TOD Improvement program	multi	9	5, 2
26	Alameda County	San Lorenzo Creek Trail	2	1	
27	Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)		1	
28	Alameda County	Crow Canyon Road Safety Improvements Project	2	5	
29	Alameda County	Vasco Road Safety Improvements Project Phase II	4	5	
30	Alameda County	Lake Chabot Road Safety Improvement Project (Castro Valley to San Leandro)	2	5	
31	Alameda County	Lewelling Blvd. / Hesperian Blvd Intersection	2	5	
32	Alameda County	Patterson Pass Road Safety Improvements Project		5	
33	Alameda County	Oakland)	2	5	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
34	Alameda County	Redwood Road/A Street Improvements (I-580 to HCL)	2	5	
35	Alameda County	East Lewelling Boulevard Phase II	2	5	
36	Alameda County	Hesperian Blvd Streetscape Improvements Project	2	5	
37	Alameda County	I-580 Fairmont Blvd Ramps	2	5	
38	Alameda County	Tesla Road Safety Improvements Project	4	5	
39	Alameda County	Pavement Rehab		6	
40	Alameda County	High Street Bridge Replacement Project	1	8	
41	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	2	8	
42	Alameda County	Estuary Bridge Operations		8	
43	Alameda County	Park Street Bridge Replacement Project	1	8	
44	Alameda County	Castro Valley BART TOD		2, 9	5,6,7,9,10,11,12
45	Alameda County	Altamont Pass Safety Improvements Project	4	5,7	
46	Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps	2	5,7	
47	Alameda County	Castro Valley Streetscape Improvements Project Phase II	2	5,9	
48	Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III	2	5,9	
49	BART	Alameda County Station Capacity Expansion (vertical circulation, emergency vertical circulation, platform expansion to meet future capacity needs.)	Multi	2	
50	BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)	Multi	2	
51	BART	Alameda County Station Reliability (train Control and traction power)	Multi	2	
52	BART	Alameda County System Capacity Expansion (train control, traction power and central control improvements to meet future capacity needs)	Multi	2	
53	BART	Rail Vehicle Capacity Expansion (vehicle purchase)	Multi	2	
54	BART	Alameda County access/ TOD related improvements	Multi	2,9	
55	BART	Station Access projects		9,11	
56	Caltrans	I-880 Oak St on-ramp reconstruction	1	5	
57	Caltrans	SR-84 WB HOV on-ramp from Newark Blvd,	3	5	
58	Caltrans	Truck Parking Facilities in North County	1	12	
59	City of Alameda	Bike and Ped Infrastructure	1	1	1,2,3,
60	City of Alameda	West End Transit Hub		4	4
61	City of Alameda	O&M/ITS	1	3,5	
62	City of Alameda / Alameda County	Estuary Bridges Seismic Retrofit and Repair		8	21
63	City of Alameda / Alameda County	Fruitvale Avenue Rail Bridge Seismic Retrofit		8	21
64	City of Alameda / Alameda County	Fruitvale Avenue Roadway Bridge Seismic Retrofit		8	21
65	City of Berkeley	Bicycle Plan Implementation	1	1	1,2,3,

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
66	City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	2	
67	City of Berkeley	I-80 Corridor Transit Service	1	2	
68	City of Berkeley	Complete Streets: Roadway Network Improvements	1	5	4
69	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	5	4
70	City of Berkeley	I-80 Aquatic Park Soundwall	1	7	
71	City of Berkeley	Transit-Oriented Development Access Infrastructure	1	9	
72	City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	11	26,27,29,30
73	City of Dublin	Bike and Pedestrian Program	4	1	1,2,3,
74	City of Dublin	Iron Horse Bicycle, Pedestrian and Transit Route Project	4	1	1,2,3,
75	City of Dublin	Local Streets and Roads Maintenance Program	4	6	24
76	City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program	4	9	
77	City of Dublin	Transit Oriented Development: Downtown Dublin Roadway and Pedestrian Enhancement Improvement Program	4	5,9,11	26,27,29,30
78	City of Emeryville	Bike/ped Expansion	1	1	1,2,3,
79	City of Emeryville	Bike/ped Enhancements	1	1	
80	City of Emeryville	Transit Enhancements	1	2	5,6,7,9,10,11,12
81	City of Emeryville	Community based transportation plan (CBTP)	1	4	1,2,3,
82	City of Emeryville	Lifeline Transportation	1	4	4
83	City of Emeryville	Parking program	1	11	4
84	City of Emeryville	Rail Safety (new program or local street safety)	1	5,12	26, 27
85	City of Fremont	Bay Trail Gap Closures in Fremont	3	1	1,2,3,
86	City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	1	1,2,3,
87	City of Fremont	Expansion of Bicycle and Pedestrian Facilities and Programs	3	1	1,2,3,
88	City of Fremont	Fremont Blvd. Streetscape -bike/ped improvements	3	1	
89	City of Fremont	Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	1	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
90	City of Fremont	Improved Bus Service on Fremont Blvd.	3	2	
91	City of Fremont	Vargas Road Safety Improvement Project	3	5	13
92	City of Fremont	Safety improvements at UPRR	3	5	
93	City of Fremont	Local Street and Road Maintenance and minor improvement funding	3	6	24
94	City of Fremont	Continuing funding for Paratransit Services Run by the City of Fremont	3	9	5
95	City of Fremont	Sidewalk and Intersection ADA Ramp Improvements city-wide	3	9	5
96	City of Fremont	Downtown Pedestrian Streetscape	3	1,5	
97	City of Hayward	Bike-Pedestrian Enhancements	2	1	1,2,3,
98	City of Hayward	Tennyson Road Pedestrian/bike bridge	2	1	1,2,3,
99	City of Hayward	C Street – Grand to Filbert	2	5	13,15,20
100	City of Hayward	C Street – Watkins to Mission	2	5	13,15,20
101	City of Hayward	Cannery Pedestrian Bridge	2	5	13,15,20
102	City of Hayward	Dixon Street – Valle Vista to Industrial	2	5	13,15,20
103	City of Hayward	Main Street – D Street to McKeever	2	5	13,15,20
104	City of Hayward	South Hayward BART Transit Village		9	4
105	City of Livermore	Bike/Ped Master Plan Improvements	4	1	1,2,3,
106	City of Livermore	Road Maintenance	4	6	24
107	City of Livermore	Traffic Signal Op	4	6	24
108	City of Livermore	PDA Enhancement	4	9	
109	City of Livermore	Downtown Parking	4	11	26,27,29,30
110	City of Newark	Bay Trail Gap Closures (4)	3	1	1,2,3,
111	City of Newark	Bike Education Training Program (69)	3	1	1,2,3,
112	City of Newark	Bike Lanes (10)	3	1	1,2,3,
113	City of Newark	Bike/Ped Enhancements	3	1	1,2,3,
114	City of Newark	Bike/Ped Expansion	3	1	1,2,3,
115	City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	1	1,2,3,
116	City of Newark	Health living, walking, bike promotion (29)	3	1	1,2,3,
117	City of Newark	Ped/Bike Local Network Gap Closures(8)	3	1	1,2,3,
118	City of Newark	Walk to school promotion (33)	3	1	1,2,3,
119	City of Newark	SR-84 /Thornton Avenue interchange Improvements	3	5	13,15,20
120	City of Newark	Traffic Calming near schools (43)	3	5	13,15,20
121	City of Newark	Local Streets and Roads O&M	3	6	24
122	City of Newark	Maintenance Programs (25)	3	6	24
123	City of Newark	Non-Capacity Increasing Local Road Rehabilitation	3	6	24
124	City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	9	5
125	City of Newark	Dumbarton TOD/Bay Trail Connectivity Pedestrian and Bicycle Railroad Crossing	3	9	5
126	City of Newark	Safe Routes to School expansion (42)	3	11	26,27,29

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
127	City of Newark	Safe Routes to School (65)	3	11	26,27,29
128	City of Newark	Truck impacts on local streets (41)	3	5,12	26,27
129	City of Newark	Other Programs identified in CWTP-TEP process	3	varies	
130	City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	1	1,2,3,
131	City of Oakland	Transit: Streetcar on Broadway	1	2	5,6,7,9,10,11,12
132	City of Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair	1	5	5,6,7,9,10,11,12
133	City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	5	13,15,20
134	City of Oakland	Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	5	13,15,20
135	City of Oakland	Transit Enhancements: Transit Villages (PDAs)	1	9	
136	City of Oakland	Parking Management: Parking Meter Enhancements	1	11	26,27,29,30
137	City of Oakland	SMART Growth/TOD: Transit Villages at BART Stations including but not limited to: Coliseum (replacement parking and station area improvements); MacArthur (replacement parking and station area improvements); and West Oakland (replacement parking, station area improvements and bike/pedestrian access)		4,9	4
138	City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation*	1	5,12	26,27
139	City of Pleasanton	Pedestrian Gap Closure Projects over 580 and 680 - program	4	1	1,2,3,
140	City of Pleasanton	Local Bridge Repair and expansion - Bernal Bridge - program	4	8	21
141	City of San Leandro	Bay Fair BART Transit Village		9	2
142	City of San Leandro	Downtown San Leandro TOD	2	9	5
143	City of San Leandro	Downtown San Leandro TOD		9	5
144	City of Union City	Union City Blvd bikes lanes	3	1	26,27
145	LAVTA	Bus Stop Improvements	4	2	
146	LAVTA	Fixed-route expansion	4	2	
147	LAVTA	Fleet Rehab	4	2	
148	LAVTA	Wine shuttle	4	2	
149	LAVTA	Paratransit expansion	4	3	
150	LAVTA	Livermore Transit Center improvements	4	2,9	
151	Port of Oakland	Port operation - manage a queuing system for trucks		12	26,27
152	WETA	Implement ferry service between South San Francisco and Alameda/Oakland	1	2	
153	WETA	Provide ferry service between Alameda/Oakland and San Francisco, and between Harbor Bay and San Francisco	1	2	
154	WETA	Provide ferry service between Berkeley/Albany and San Francisco	1	2	
155		Pleasanton to Dublin bicycle connection		1	
156		SR-92 /Hesperian - Bike Connection		1	
157		Stoneridge Drive to Livermore Trail		1	
158		Bicycle/Pedestrian Improvements on Stanley Blvd		1	1,2,3,
159		Pedestrian and Streetscape Improvements in Cherryland/Ashland		1	1,2,3,

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
160		Bike and Pedestrian Improvements		1	1,2,3,
161		Bike access impvmt Fremont Blvd and I-680 @ Automall	3	1	1,2,3,
162		Sidewalk/bike path gap closer to Cal State Hayward		1	1,2,3,
163		W. Winton/Southland corridor for bikes and cars - congestion relief		1	1,2,3,
164		Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas		1	1,2,3,
165		San Leandro Bike/Ped plan - implementation		1	1,2,3,
166		San Leandro Blvd. Bike/Ped improvements		1	1,2,3,
167		Alameda Creeek Trail improvements	3	1	1,2,3,
168		Alameda Creek (trail?) ped/bike bridge UC - Coyote Hills	3	1	1,2,3,
169		Bay Trail Completion		1	1,2,3,
170		Bike - Better connectivity on bike trails.		1	1,2,3,
171		Bike - Nurture/encourage a bicycle culture		1	1,2,3,
172		Bike - Safe bicycle storage away from home		1	1,2,3,
173		Bike access on transit		1	1,2,3,
174		Bike access on transit - improvements		1	1,2,3,
175		Bike and pedestrian railroad crossings and overcrossings for pedestrians.		1	1,2,3,
176		Bike Education Training Program		1	1,2,3,
177		Bike facilities overall improvements		1	1,2,3,
178		Bike lane to San Francisco	1	1	1,2,3,
179		Bike lanes		1	1,2,3,
180		Bike lanes - make safer		1	1,2,3,
181		Bike lanes and trails gap closure		1	1,2,3,
182		Bike sharing facilities		1	1,2,3,
183		Bike trails		1	1,2,3,
184		Bike/walk to transit		1	1,2,3,
185		Bike: Roads designed and maintained for bike with bike lanes		1	1,2,3,
186		Bikes - Parking certainty for bicyclists - many retail areas lack bike parking		1	1,2,3,
187		Bikeshare program		1	1,2,3,
188		Developed bike connection to the Bay Trail		1	1,2,3,
189		Grade separation and safe crossings for bike/pedestrians		1	2
190		I-880 Bike/ped overcrossings in south county	3	1	1
191		Improve pedestrian/walking infrastructure		1	2
192		Lighted crosswalks		1	2, 13
193		Ped/bike local network gap closures		1	1
194		Sidewalk improvements citywide		1	2
195		UP line – leverage for greenway - bike ped		1	1
196		Pedestrian access on transit - improvements		1	5
197		New bus to BART (W/Dublin)	4	2	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
198		Increase transfer time for AC transit (?)		2	5,6,7,9,10,11,12
199		Maintenance Facilities Improvements		2	5,6,7,9,10,11,12
200		Restore AC Transit services to pre-2010 levels, especially for East Oakland		2	5,6,7,9,10,11,12
201		Transit Priority Measures/Speed Protection (includes Bay Bridge Related Improvements)		2	5,6,7,9,10,11,12
202		BART - 24 hr service		2	5,6,7,9,10,11,12
203		BART - Eliminate time of day restrictions for Bikes on BART		2	5,6,7,9,10,11,12
204		BART station enhancement - amenities/cleanliness		2	5,6,7,9,10,11,12
205		Bathrooms on BART		2	5,6,7,9,10,11,12
206		AC Transit GPS		2	5,6,7,9,10,11,12
207		Accessible Transportation		2	5,6,7,9,10,11,12
208		Audible announcements at transit stops		2	5,6,7,9,10,11,12
209		Bus stop amenities: Benches and shelters		2	5,6,7,9,10,11,12
210		Connectivity of transit – seamless transfers		2	5,6,7,9,10,11,12
211		Considering Key System as model (historical transit network) (editorial)		2	5,6,7,9,10,11,12
212		Consistent information about transit Service changes: how to be informed of these ahead of time		2	5,6,7,9,10,11,12
213		Coordinated transit pass across all transit providers.		2	5,6,7,9,10,11,12
214		Create a free Eastmont Mall connection to Walmart and BART.		2	5,6,7,9,10,11,12
215		Create a joint rail transit district that includes ACE, Caltrain and BART in the five counties that ring the Bay.		2	5,6,7,9,10,11,12
216		Deviated route shuttles		2	5,6,7,9,10,11,12
217		Electric trolley buses		2	5,6,7,9,10,11,12
218		Escalators - enhanced transit station infrastructure		2	5,6,7,9,10,11,12
219		Improve access to bus stops		2	5
220		Info for transit transfers		2	5
221		Lighting - enhanced transit station infrastructure		2	9
222		Local connections to BART - improve		2	5, 2
223		Next bus information at more bus stops.		2	5
224		NextBus real time info		2	5
225		Regional rail - increase		2	5, 6, 7, 10, 11
226		Restoration of cancelled bus routes		2	11
227		Restoring transit frequency and reach to previous service levels		2	11
228		School buses		2	10
229		Secure funding for transit operations		2	10
230		Transit - Better information and advertising on transit and transportation availability		2	5
231		Transit - Improving PM and (night) Owl transit service		2	11
232		Transit - Provide better bus arrival information		2	5
233		Transit - Safety on bus and at bus stops and all transit		2	7
234		Transit system education to make system more user-friendly		2	5
235		Travel Training		2	28 ?
236		Travel training, information		2	28 ?

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
237		Free bus passes for school-aged children (better transit)		2	
238		Transit service - make it more targeted		2	?
239		Restrooms - enhanced transit station infrastructure		2	X
240		Paratransit - tie funding to efficiency		3	5
241		Paratransit with GPS that locates person – locator software on cell phone.		3	6
242		Bus driver training - customer service skills		3	
243		Bus driver training (wheelchair securing)		3	
244		Bus enhancements: wifi and cupholders		3	
245		Express bus service - extended hrs of service for later work schedules		3	5,6,7,9,10,11,12
246		Funding for accessible transportation programming		3	
247		Funding of transit in the Tri-Valley (continuation)		3	
248		Group trips - Accessible Transportation		3	29
249		Increase bus service frequency in South County (1/2 hr)		3	11
250		Restructure transit service including good feeder service, extended transfer time		3	11
251		Transit - Operation and maintenance for		3	11
252		Transit connectivity - transfers btw systems		3	11
253		Transit ops - reliable/on-time buses		3	11
254		Transit Real time info		3	6
255		Transit: need cross-town service to rely on local/interior service.		3	11
256		Transit agency mergers for efficiency		3	X
257		CBTP Projects		4	4
258		Comprehensive City Street Upgrades		5	5,6,7,9,10,11,12
259		Citywide ITS	1	5	13
260		San Leandro streets, especially along San Leandro Blvd/David and Nelson		5	13,15,20
261		Traffic Signal System Upgrade		5	13,15,20
262		Wayfinding signage to destinations (San Leandro Marina) and transit - program		5	2
263		Arterials and local circulation - improve		5	13,15,20
264		Better coordination between freeway and local streets		5	13,15,20
265		Better signal timing/synchronization, especially at night and mid-day - roads		5	13,15,20
266		Intelligent/Adaptive intersections.		5	18
267		Local street maintenance - funding for		5	24
268		Railroad track crossings made safer/easier for bikes and peds.		5	13
269		Rehab of Major Arterials, Complete Streets, access to transit, signal synchronization, spot improvements		5	13, 15, 20, 2
270		Road crossings for pedestrians and drivers - make safer		5	13
271		Rural roads safety improvements		5	13
272		Rural roadway improvements to accommodate bike and pedestrians		5	13, 2
273		Signal interconnect		5	13

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
274		Signal timing (TSP)		5	13
275		Speed reduction (road)		5	13
276		Traffic calming near schools		5	13
277		E. 14th corridor - Enhance safety		5	5,6,7,9,10,11,12
278		Maintenance of local streets and roads.		6	24
279		Downtown San Leandro bypass.		7	14,16,19
280		Freeway Service Patrol		7	14,16,19
281		I-80 south interchange signage	1	7	16
282		I-880 Operations Improvements		7	14
283		Maintenance of regional serving roadways		7	14
284		Ramp metering - improve		7	18
285		Each tow truck should have a wheelchair lift on it – include in expanded "Freeway Service Patrol" - accessible transportation		7	19
286		Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	multi	9	5
287		Supporting existing compact development and infrastructure - sustainability		9	X
288		Education on transit use for parents and youth, including disabled youth.		10	28
289		Healthy living,walking, bike promotion		10	28
290		Multi-lingual access/education		10	28
291		511 (improve user-friendliness)		11	29, 28
292		Clipper Cards - expand to include payment for taxi service		11	29
293		Crossing guard program		11	29
294		Employer- alternative work shifts		11	29
295		GHG reduction programs		11	29
296		GHG reduction projects	multi	11	29
297		Guaranteed Ride Home Program		11	29
298		Incentives for alternatives to driving		11	29
299		Parking and Transportation Demand Management		11	29, 30
300		Parking programs (demand mgmt, pricing, unbundling)		11	30
301		Parking system management - improvements		11	30
302		Pricing - programs to induce behavior change		11	30
303		Safe Routes to School		11	29
304		Shuttle stops closer to home e.g. FLEX San Leandro		11	29
305		Shuttles - employer, TOD, local		11	29
306		Shuttles developed in coordination w/ private institutions		11	29
307		Streetcar EBOT		11	29
308		TDM		11	29
309		Pre-paid transit supporting TOD/employers		11	?
310		Transit civility education program		11	7 ?
311		Port - Demand responsive truck loading and unloading at the Port		12	26,27
312		Port of Oak - change to 24 hr facility	1	12	26,27
313		Address truck impacts on local streets		12	26,27

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
314		Goods movement/ truck technology	multi	12	26,27
315		Truck congestion relief in neighborhoods		12	13, 26, 27
316		Alternative Fuel stations - comprehensive network of		13	
317		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts		13	?
318		Jobs closer to home		13	X
319		Support urban growth boundaries		13	X
320		Alternative and sustainable fuel sources - use of		13	
321		Share the road driver education re: bikes and peds		1, 10	28
322		Signage - improve		1, 2, 5, 7	2, 5, 16
323		Maintenance programs		1, 2, 6, 7	3, 11, 20, 24
324		Improve connections between neighborhoods and transit stations.		1,2,3	5
325		Flexible transportation system for an aging/changing population		1,2,9	
326		Walk to school promotion		10, 1	28
327		Public awareness about public transit - increase		10, 11	5, 28, 29
328		Shuttles: to get folks to/from transit:		11, 2	29
329		Shuttles for seniors - Accessible Transportation		11, 2, 5	4, 5, 28
330		Transit system connectivity - improve		2 E305	?
331		Transit - Better PR/Marketing about the overall system		2, 10	5, 28
332		Transit education and marketing		2, 10	28
333		Transit Education and outreach		2, 10	28
334		Transit riding incentives - Increase		2, 10	28
335		Combo of Fixed Route Service and Flexible service (Like King County, WA, Dial-a-ride) - post case study on ACTC website?		2, 11	29
336		Smaller buses during non-commute hours and less traveled routes		2, 11	29
337		Transit - Improving the safety and frequency of "last mile" transit connections		2, 11	11, 29
338		Transit - More customized transit service for each area – tailored to user needs		2, 11	11, 29
339		Transit connectivity -first and last mile		2, 11	11, 29
340		Maintaining buses and operations as priority over expansion (editorial)		2, 3	11
341		Transit funding - increase		2, 3	11
342		Seniors Transportation (edu/access)		2, 5	5, 28, 4
343		I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes	1	2,3,11	
344		Bus stop enhancements (esp low income areas)		2,4	5,6,7,9,10,11,12
345		Bus stop safety/security improvements		2,4	5,6,7,9,10,11,12
346		Beyond ADA transportation - Accessible Transportation		2,4,9	5,6,7,9,10,11,12
347		Dial-a-ride: Tehachapi - post case study on ACTC website?		3, 11	29
348		Improved transportation options for seniors and people w/ disabilities - Accessible Transportation		3, 4	11, 4
349		Paratransit needs to be coordinated between agencies and seniors		3,10	28

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
350		Door to door program - Accessible Transportation		3,11	29
351		San Leandro Arterials/AC transit		3,5	11
352		Complete Streets		5, 1	13, 2
353		Complete streets with bike lanes developed		5, 1	13, 2
354		New roads include bike lanes, "complete streets"		5, 1	13, 2
355		Truck routing - improve		5, 12	13
356		ITS		5,7	18
357		Quiet zones near heavy and commuter rail (UP, ACE, BART)		5,7,12	16
358		Regional gas tax - development of		NA	X
359		Equitable distribution of transit funding $$ (editorial)		NA	
360		SR 262 (Mission Blvd.) Bicycle/Pedestrian Access Improvements	3		
361		SR 84 (?) - Niles Canyon Rd (safety improvements)	3		

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		Working Draft: Proposed CWTP 2012 Program Categories
Proposed New Program Categories		
	1	Bicycle and Pedestrian Program – Expansion, Enhancements and Facilities Rehabilitation
	2	Transit and Enhancements & Expansion
	3	Transit and Paratransit Operations
	4	CBTP Implementation
	5	Local Road Improvements
	6	Local Streets and Roads O&M
	7	Highway, Freeway Safety and Non-Capacity Improvements
	8	Bridge Improvements
	9	Transportation and land Use Program (or PDA Program)
	10	Planning and Outreach
	11	Transportation Demand & Parking Management
Potential Program Categories		
	12	Goods movement
	13	PDA Non-Transportation

Notes

1 For the purpose of Call for Projects for the CWTP, if a project or a program meets both of the following criteria, it is considered a project under a programmatic category rather than a capital project if :

- The project or program has no anticipated air quality impact and therefore modeling the project or program is not necessary (example project – interchange improvement without capacity enhancement)

- The scope of the project or program is not significantly large (example – on street bicycle and pedestrian improvements)

2 All proposed new categories need to be coordinated with regional programs to determine if funding sources are available to develop and fund these types of improvements.

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	Proposed Program Categories & Descriptions for CWTP 2012[1]		Current MTC Program Category & Description
1	**Bicycle and Pedestrian Program – Expansion, Enhancements and Facilities Rehabilitation** *Bicycle and Pedestrian Capital and Maintenance Improvements and Education and Safety Programs*	1	**Bicycle/Pedestrian Expansion** New facilities, expansion of existing bike/pedestrian network
		3	**Bicycle/Pedestrian Facilities Rehabilitation**
	Subcategories: • Countywide bike plan network • Countywide ped plan network • Local bike and ped plan networks Maintenance subcategories: • Class I Multi-use Paths • Bikeways • Bike Support infrastructure (racks on buses, bike lockers, signage, etc) • Sidewalks Ped support infrastructure (benches, crosswalk striping, etc) Bicycle and Pedestrian Program Subcategories: • Ped access to transit	2	**Bicycle/Pedestrian Enhancements** Enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements

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[1] For the purpose of Call for Projects for the CWTP, if a project or a program meets both of the following criteria, it is considered a project under a programmatic category rather than a capital project if :
  • The project or program has no anticipated air quality impact and therefore modeling the project or program is not necessary (example project – interchange improvement without capacity enhancement)
  • The scope of the project or program is not significantly large (example – on street bicycle and pedestrian improvements)

	Proposed Program Categories & Descriptions for CWTP 2012[1]		Current MTC Program Category & Description
	• Bike access to transit • Bike Parking		
2	**Transit Enhancements & Expansion** Transit capital rehabilitation Rehabilitation program Vehicle expansion Safety and security, System capacity Station and stops	5 11 6 7	**Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks) & **Transit O&M** (ongoing non-capital costs, preventive maintenance) **Transit Management Systems** (Translink, Transit GPS tracking systems, i.e., NextBus (NextBus uses Global Positioning System (GPS) receiver on AC Transit Buses to transmit speed and location data – converts data to wait time for riders)), **Transit Safety and Security Improvements** (security cameras), **Transit Station Rehabilitation, Transit Vehicle Rehabilitation/Replacement/Retrofit, Transit Operations Support** (purchase of operating equipments such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
3	**Transit and Paratransit Operations** Operations expansion – existing and planned		
4	**CBTP** Implementation • Alameda Community Based Transportation Plan – June 2009 • Central Alameda County CBTP– Cherryland, Ashland and South Hayward – June 2004 • West Oakland Community Based Transportation Plan – May 2006	4	**Lifeline Transportation** Community Based Transportation Plans projects and programs such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e., bus shelters). Does not include fixed route transit projects

	Proposed Program Categories & Descriptions for CWTP 2012[1]		Current MTC Program Category & Description
	• Central and East Oakland CBTP– December 2007 • South and West Berkeley CBTP – June 2007		
5	**Local Road Improvements**	13	**Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
		15	**Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
		20	**Non-Capacity Increasing Local Road Rehabilitation** (pavement resurfacing, skid treatments)
6	**Local Streets and Roads O&M**	24	**Local Streets and Roads O&M** (ongoing non-capital costs, routine maintenance)
7	**Highway, Freeway, Safety and Non-Capacity Improvements**	14	**Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance emergency truck pullovers
		16	**Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal,

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Working Draft Proposed CWTP 2012 Program Categories
Revised 04/05/11

	Proposed Program Categories & Descriptions for CWTP 2012[1]		Current MTC Program Category & Description
			directional and information signs),
		19	**Freeway/Expressway Performance Management** (Non-ITS elements, performance monitoring, corridor studies)
8	**Bridge Improvements**	21	**Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
9	**Transportation and Land Use Program** (or PDA Program), Transportation Improvements at transit hubs (PDAs), including multi-modal access (bus, pedestrian and bike)	5	**Transit enhancements** ADA compliance, mobility and access improvements, passenger shelters, informational kiosks
10	**Planning and Outreach** Planning, marketing and outreach	28	**Regional Planning and Outreach** Regionwide planning, marketing and outreach
11	**Transportation Demand & Parking Management** Range of TDM programs including Guaranteed Ride Home, Safe Routes to School, Safe Routes to Transit, Travel Choice, Walk/Bike Promotions and Parking Management including parking cash out, variable pricing	29	**Transportation Demand Management**
		30	**Parking Management** Parking cash out, variable pricing, etc.
		26	**Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)

	Proposed Program Categories & Descriptions for CWTP 2012[1]		Current MTC Program Category & Description
		27	**Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
	Potential New Program Categories[2]		**Current MTC Program Categories for MTC**
12	**Goods Movement (Non-Capital)** Improvements for goods movement by truck and coordinated with rail (and air)	26	**Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
		27	**Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
13	**PDA-Non-Transportation** Improvements at PDAs that are not transportation, such as sewer and stormwater upgrades		**?**

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[2] All proposed new categories need to be coordinated with regional programs to determine if funding sources are available to develop and fund these types of improvements.

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Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink®, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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www.AlamedaCTC.org

MEMORANDUM

DATE: March 29, 2011

TO: Technical Advisory Working Group

FROM: Tess Lengyel, Manager of Programs and Public Affairs
                Beth Walukas, Manager of Planning

SUBJECT: Update on Outreach Activities

Recommendations
This item is for information only.

Summary
This memo provides an update to outreach activities in relation to the update of the Countywide Transportation Plan (CWTP) and development of the Transportation Expenditure Plan (TEP). This update reflects the changes to the outreach approach as approved by the Steering Committee on January 27, 2011.

The overall approach to the first phase of outreach for the CWTP-TEP development includes identification of project and program needs and education and involvement of the public, elected officials and stakeholders through the following efforts:

- Five evening community workshops throughout the County
- A toolkit for broad engagement of groups that may not be able to attend the workshops
- On-line questionnaire
- Poll
- On-going agency public outreach

Community Workshops
The fifth and final community workshop was held in Dublin on March 24th. Workshops have been conducted throughout the County aimed at educating Alameda County residents, business members and elected officials about the transportation plans development and to receive input on projects and programs that could be included in the plan. These meetings have been advertised in newspapers throughout the County, broadly distributed through email and are on the Alameda CTC website.

A follow-up round of workshops will be held in the fall of 2011 to provide an opportunity for review and comment on the draft plans.

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Workshops Outcomes to Date

Supervisorial District 4 workshop (Oakland): February 24th

attendees (signed in)	53
comment forms received	24
evaluations received	23

Supervisorial District 1 Workshop (Fremont): February 28th

attendees (signed in)	35
comment forms received	4
evaluations received	13

Supervisorial District 2 Workshop (Hayward): March 9th

attendees (signed in)	36
comment forms received	11
evaluations received	7

Supervisorial District 3 Workshop (San Leandro): March 16th

attendees (signed in)	38
comment forms received	9
evaluations received	8

Supervisorial District 5 Workshop (Dublin): March 24th

attendees (signed in)	26
comment forms received	2
evaluations received	5

Total Workshop Attendees: **188**

Workshop results, including key themes and evaluation findings will be included in a separate, forthcoming summary.

Outreach Toolkit Trainings Presentations
The Outreach Toolkit allowed broad engagement throughout the county on project and program needs that could be included in the plans, beyond that which can be reached with the public workshops. Members of Alameda CTC's Community Advisory Committees, the Community Advisory Working Group, Technical Advisory Working Group, staff and Commission members used the toolkit to gather input. Outreach Toolkit trainings and general presentations have been made to the following advisory groups:

Date	Advisory Group
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24th	Steering Committee

95 toolkits were distributed at the CAWG, TAC, TAWG, BPAC and Steering Committee presentation toolkit trainings. Additional toolkits have been downloaded from the website by advisory group members.

Additional training for the use of the toolkit was held on Friday, February 18th, and a short instructional video about the Outreach Toolkit and how to use it was posted to the project website on Friday, February 18th for those members unable to attend previous trainings.

Completed Outreach Activities

To date, MIG, Alameda CTC's Outreach Consultant, has received completed Outreach Toolkit materials including session reporting forms and questionnaires from the following groups.

Group	Participants
Extending Connection (United Methodist Church)	35
Fremont Freewheelers Bicycle Club	11
Union City Planning Commission	8
United Seniors of Oakland (Transportation Committee)	6
Hope Collaborative, Built Environment Group	22
Oakland BPAC	15
West Berkeley Senior Advisory Council	9
City of Newark Senior Advisory Committee	13
Pleasanton Senior Ctr./Paratransit Lead Staff	8
City of Newark Senior Advisory Committee	13
Eden Area Local Organizing Committee	7
Sierra Club - Southern Alameda County Group	9
Union City City Council Audience	10
West Oakland Senior Center	20
Pleasanton Bicycle, Pedestrian and Trails Committee	10
San Leandro Youth Advisory Committee	17
Dumbarton Bus Riders	7
San Leandro Engineering and Transportation Department	16
Friends of Emeryville Senior Center	11
Pleasanton Senior VIP Club	72
AFSCME, Local 3916	50
Friends of Albany Services	11
San Leandro Senior Commission	11
City of San Leandro	6
San Leandro Human Services Commission	9
Ctiy of San leandro	5
Service Review Advisory Committee (East Bay Paratransit)	20
Pleasanton Chamber or Commerce- Vision2015 Forum	10
Saint Mary's Center	26
AC Transit Accessibility Advisory Committee	6
City of Emeryville's Commission on Aging	13
Oakland City Commission on Aging	8
Sierra Club - TriValley Group Exec. Cmte.	5

Oakland Yellowjackets	10
Wheels Accessible Advisory Committee	8
Newark Rotary Club	20
East Bay Bicycle Coalition	25
Alameda County Public Health Nurses	19
North Oakland Senior Center	12
Residents of Allen Temple Arms	35
Service Learning for Leaders	19
TOTAL Participants	**646**

In addition to these materials, MIG collected completed questionnaires at the CAC and PAPCO meetings. Overall MIG has received **532 completed paper questionnaires.**

Planned Outreach Activities
Advisory group members have identified and committed to make presentations during March at the meetings of the following organizations:

Group
Genesis

Corpus Christi Church

Alameda County on Aging

Oakland Metropolitan Chamber

Albany Strollers and Rollers

Maxwell Park NCPC

City of Berkeley

ACCE (Alliance for Californians and Community Empowerment

APEN (Asian Pacific Environmental Network)

BOSS (Building Opportunities for Self Sufficiency)

EBAYC (East Bay Asian Youth Center)

LIFETIME

Pueblo

City of Alameda Transportation Commission

Online Questionnaires
The online questionnaire is now closed. There were **698 responses.**

Poll
Three polls will be conducted from March 2011 through spring 2012. Polling questions were identified through the CAWG, TAWG and Steering Committee. The Steering Committee reviewed, commented on and approved the survey questions for the first survey on February 24, 2011. A presentation of the survey findings was presented to the Steering Committee at its March 24th meeting.

The three surveys that are being conducted for the development of the TEP are described below as well as their implementation timeline.

Survey 1: Baseline Study
The first survey will serve as a baseline study and was completed in early March 2011 and is being presented to committees in March and April. It will be designed to capture information about what transportation projects and programs voters are interested in, as well as measuring potential support for a transportation sales tax measure. This baseline survey will provide a "starting point" that shows where the voting public currently stands on these issues.

Survey 2: Tracking and Measure Refinement Study
The second survey will serve as a tracking study, measuring any changes in attitudes and opinions from the baseline research, as well as capturing additional feedback and opinions on specific projects and programs to further refine the design of the Transportation Expenditure Plan. Building on the information gathered in the baseline study, this tracking study will provide additional input and details as we develop an efficient and effective sales tax measure. This survey will be conducted in fall 2011.

Survey 3: Final Check-In
The third survey will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will be conducted shortly before the deadline for placing the measure on the ballot, with the aim of helping to make a "go, no go" decision on the measure. This survey will be conducted in spring 2012.

On-going Agency Outreach
Alameda CTC conducts regular outreach throughout the County in the form of business, local organizations, agency outreach and coordination, electronic newsletter distributions, executive director reports, web page updates, transportation forums and other public information fairs and events, as well as regular updates at Alameda CTC meetings and in meeting packets. At each of these, information is presented on the updates and development of the plans.

Presentations of Poll and Outreach Findings
Presentations of the poll and preliminary outreach findings are being made at the committee meetings in April and feedback is requested to help support expanded outreach efforts that are scheduled to be implemented in fall 2011 that will seek feedback on the draft plans.

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Alameda County Transportation Commission

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Public Participation: Initial Findings
Presentation to TAWG
April 2011

Public Involvement Overview

▣ Purpose

▣ Summary by Outreach Method

- Workshops
- Outreach Toolkit
- Online Questionnaire

▣ Key Themes by Method

▣ Findings Across Methods

▣ Projects and Programs

▣ Evaluation

▣ Next Steps

Public Involvement Purpose

- ▫ Perform outreach for the CWTP and TEP development (More outreach in the fall)
- ▫ Perform outreach as required by MTC for the Call for Projects and Programs – and to address Title VI
- ▫ Provide information and opportunities beyond workshops – outreach toolkit
- ▫ Collect information from the public on needs, priorities and specific projects and programs
- ▫ Share this information with project sponsors who are responding to the call for projects

Participation Summary

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 *Completed Surveys* 532
Online Questionnaire	693
TOTAL	1,527*

* Some individuals may have participated in more than one method.

Workshop Attendance

Workshop District/Location/Date	Number of Attendees	Comment Forms Received	Evaluations Received
District 4, Oakland February 24th	53	24	23
District 1, Fremont February 28th	35	4	13
District 2, Hayward March 9th	36	11	7
District 3, San Leandro March 16th	38	9	8
District 5, Dublin March 24th	26	2	5
TOTAL	**188**	**50**	**56**

Workshop Key Themes - Overall

▫ Maintenance

▫ Access

▫ Equity

▫ Safety

▫ Connectivity

▫ Coordination

Workshop Themes

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

Workshop Evaluation

	Excellent	Good	Fair	Poor	No Opinion	No Answer
Workshop Notification	21.%	32%	27%	16%	2%	2%
Open House and Handout Materials	27%	55%	7%	4%	2%	5%
Presentation	30%	55%	7%	0%	4%	4%
Meeting Location/ Facility	48%	45%	4%	2%	0%	2%
Small Group Discussion	45%	50%	2%	0%	0%	4%
Workshop Overall	32%	61%	2%	0%	0%	5%

Workshop Evaluation

Method	Participants learned about workshop by*
E-Mail	43%
Friend	30%
Newspaper	25%
Website	13%
Other	13%
N/A	2%
Based on 56 submitted evaluation forms	

Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 *Completed Questionnaire* 532
Online Questionnaire	698
TOTAL	1,532

Outreach Toolkit

County Planning Area	Share of Countywide Population*	Total Participants
North	42%	49%
Central	23%	11%
South	22%	12%
East	13%	18%
Countywide *(Countywide organizations)*	n/a	11%
TOTAL	100%	100%
*2009 ABAG Projections		

Outreach Toolkit

- ▫ Group Types:
  - Seniors
  - Bicyclists
  - Faith-based groups
  - Environmental groups
  - Transit riders
  - Rotary
  - Chamber
  - Community-based organizations

Findings: Needs

- ▫ Relieve street and highway congestion
- ▫ Maintain existing transit
- ▫ Expand transit
- ▫ Support commute and accessibility programs

Findings: Trade-Offs

- ▫ **Maintain streets, roads and highways**
  (vs. expanding transit service and reliability)

- ▫ Provide more alternatives to driving
  (vs. expanding highway capacity and efficiency)

- ▫ Maintain existing transit service
  (vs. improving goods movement and freight)

- ▫ **Improve transportation services for senior and people with disabilities**
  (vs. expanding bicycle and pedestrian improvements)

Findings: VMT Reduction

- ▣ Build walking and biking friendly cities
- ▣ Programs that encourage people to walk and bike

Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 *Completed Questionnaire* 532
Online Questionnaire	698
TOTAL	1,532

Online Questionnaire

Planning Area	Share of Countywide Population*	Percentage of Respondents
North	42%	62%
Central	23%	15%
South	22%	14%
East	13%	9%
Other	n/a	6.5%**
TOTAL	100%	100%

*2009 ABAG Projections
** Unclear or not Alameda County Resident

Findings: Needs

- Maintain existing transit
- Repair potholes and smooth the existing roadway
- Bike improvements

Findings: Trade-Offs

- **Expand transit services and reliability**
  (vs. maintaining streets, roads and highways)

- Provide more alternatives to driving
  (vs. expanding highway capacity and efficiency)

- Maintain existing transit services
  (vs. improving goods movement and freight)

- **Expand bike and pedestrian improvements**
  (vs. improving transportation services for senior and people with disabilities)

Findings: VMT Reduction

- Build walking and biking friendly cities
- Add service to existing transit routes
- Increase transit service in areas that don't currently have high capacity transit

Findings across Methods

Transportation Needs

Overall Findings: Highways and Roads

- ▣ Maintain existing infrastructure
- ▣ Increase safety
- ▣ Increase connectivity
- ▣ Develop Complete Streets

Transportation System Management

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

Parking and Transportation Demand Management

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

Public Transit

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

Accessible Transportation

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

Bike and Pedestrian

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

Goods Movement

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

Other

- ▣ Develop education programs on:
  - How to use transit
  - Transit civility
  - Bike/pedestrian safety (sharing the road)
- ▣ Improved marketing about the overall transit system and how to use it
- ▣ Consistent information about transit service changes
- ▣ Case studies of other transportation/transit agency transportation demand management programs

Projects

- ▣ Transit
  - Build BART to Livermore
  - Build Dumbarton Rail

- ▣ Highways and Roads
  - Improve 680/580 Interchange
  - Widen SR-84

Projects

- ▣ Bike/Pedestrian
  - Complete Bay Trail
  - Complete East Bay Greenway (Oakland to San Leandro)

Programs

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

Programs

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

Participant Characteristics by Method

Planning Area	Countywide*	Outreach Toolkit	Online Questionnaire
North	42%	45%	62%
Central	23%	13%	15%
South	22%	14%	8%
East	13%	18%	9%
Other**	n/a	10%	7%
*2009 ABAG Projections **Unclear or not Alameda County Resident			

Participant Characteristics by Method

Ethnicity	Countywide*	Outreach Toolkit	Online Questionnaire
American Indian or Alaska Native	0.4%	0.4%	2%
Asian or Pacific Islander	33%	18%	8%
Black/African American	12%	24%	9%
White/Caucasian	36%	53%	71%
Spanish, Hispanic or Latino	22%	4%	6%
Other	3%	0.4%	4%
* 2009 American Community Survey			

Participant Characteristics by Method

Household Income Level	Countywide*	Outreach Toolkit	Online Questionnaire
$0-$25,000	21%	25%	8%
$25,000-$50,000	23%	24%	17%
$50,000-$75,000	20%	13%	19%
$75,000-$100,000	14%	13%	21%
Over $100,000	22%	26%	35%
* 2000 Census			

Next Steps

- Refine and compile findings
- Develop project and program list
- Prepare final report for presentation at May Steering Committee Meeting

Key Questions

- How should Alameda CTC best use the results from this phase moving forward?

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Telephone Survey of Alameda County Voters
Presentation of survey findings

Prepared for
Alameda County Transportation Commission (ACTC)

EMC
RESEARCH

EMC Research, Inc.
436 14th Street, Suite 820
Oakland, CA 94612
(510) 844-0680
EMC #11-4391

Community Advisory Working Group 4/7/11

Technical Advisory Working Group 4/14/11

Methodology

2

‣ Telephone Survey of Alameda County Voters

‣ 813 completed interviews

‣ Overall Margin of error ± 3.4%

‣ Conducted March 6 - March 14, 2011

‣ Interviews conducted by trained, professional
interviewers in English, Spanish & Cantonese

‣ Results weighted to reflect likely voter population
distribution in November, 2012

Region	# of interviews	Margin of Error (±)	Weighted % of Population
Central Alameda Co.	170	7.5%	21%
East Alameda Co.	121	8.9%	15%
North Alameda Co.	376	5.1%	46%
South Alameda Co.	146	8.0%	18%

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%

EMC
RESEARCH

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Key Findings

3

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

EMC

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Issue Environment

High Quality Roads & Public Transit Are Crucial

Which of the following is closer to your opinion (Q32)

- It is crucial to have high quality roads and public transit, even if it means raising taxes.
- Both / Neither / Don't Know

Overall (100%)	56%	3%	39%
Central Alameda Co. (21%)	53%	7%	40%
East Alameda Co. (15%)	46%	7%	46%
North Alameda Co. (46%)	65%	3%	32%
South Alameda Co. (18%)	42%	5%	53%

EMC RESEARCH

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

A majority believe that streets/roads & public transportation are getting worse, and that public transportation is an appropriate way to spend tax dollars

Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements about Alameda County (Q33-44)

- Agree
- (Don't Know/Refused)
- Disagree

	Agree	(Don't Know/Refused)	Disagree
Q34. Our streets and roads have gotten worse over the last few years.	82%	3%	16%
Q41. I would take public transportation more often if it were faster and more reliable.	71%	3%	26%
Q35. Our public transportation system has gotten worse over the last few years.	62%	9%	28%
Q40. We spend too much taxpayer money on public transportation systems that few people really use.	33%	4%	63%

EMC RESEARCH

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Measure B Renewal

A Plurality Believe Measure B Has Been a Good Thing

8

As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County? (Q6)

■ Good Thing　■ Don't know　■ Bad Thing

	Good Thing	Don't know	Bad Thing
Overall (100%)	49%	29%	21%
Central Alameda Co. (21%)	54%	24%	21%
East Alameda Co. (15%)	48%	27%	25%
North Alameda Co. (46%)	50%	33%	18%
South Alameda Co. (18%)	45%	27%	28%

0%　　　　　　　　　67%
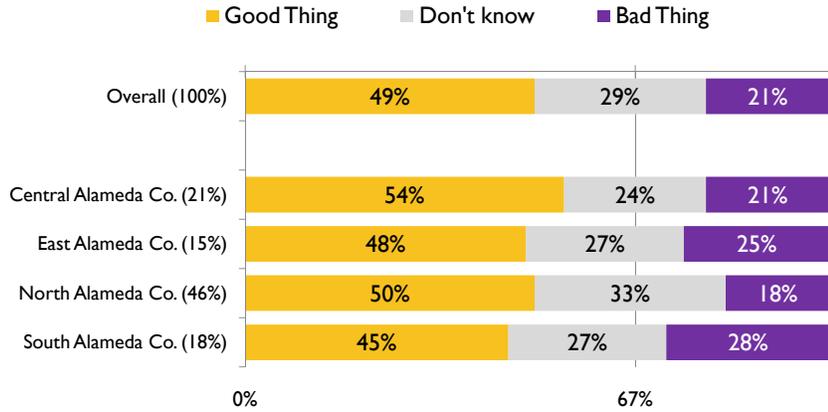
EMC
Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

A Renewal Wins More Than Two-Thirds (72%)

There may be a measure on the ballot next year in Alameda County that would

- *extend the existing half cent transportation sales tax to*
- *address an updated plan for the county's current and future transportation needs.*

The money from this measure:

- *could only be spent on the voter-approved expenditure plan*
- *all money from this measure would stay in Alameda County and could not be taken by the state.*

- No, reject: 22%
- (Lean no): 2%
- Undecided/DK: 5%
- (Lean yes): 4%
- Yes, approve: 67%

23% No
72% Yes
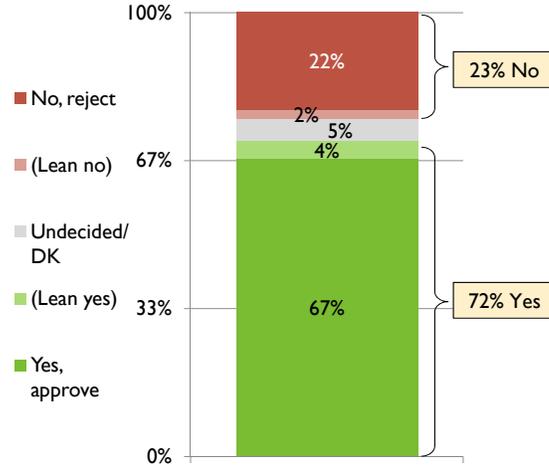
Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

There is No Opposition Above 1/3 in Any Region

Region	No, reject	Undecided/DK	Yes, approve
Overall (100%)	23%	5%	72%
Central Alameda (21%)	30%	2%	68%
East Alameda (15%)	32%	9%	59%
North Alameda (46%)	16%	4%	80%
South Alameda (18%)	29%	7%	64%

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Vote by Region:
The North Drives Support above 2/3rds

Central
(21%)

North
(46%)

67%

68%

59%

80%

64%

East
(15%)

South
(18%)

*Bubble size corresponds to representation in sample;
% who would vote to **approve** the measure shown*

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Vote by Gender & Age:
All Above 2/3rds

Male
(47%)

Female
(53%)

18-29
(13%)

30-39
(13%)

40-49
(17%)

50-64
(34%)

65+
(23%)

67%

70%

73%

76%

69%

70%

72%

72%

*Bubble size corresponds to representation in sample;
% who would vote to **approve** the measure shown*

Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Vote by Party & Vote History:
Republicans Are The Only Group Below Two-thirds (51%)

13

Dem. (60%)   Rep. (16%)   DTS/Other (25%)   Less Likely Voters (42%)   Likely Voters (33%)   Perfect Voters (25%)

78%

69%

72%

71%

72%

51%

67%

Bubble size corresponds to representation in sample; % who would vote to approve the measure shown

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Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Potential Programs & Projects

Attitudes on Impact of Improvements

15

Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements about Alameda County (Q33-44)

■ Strongly agree   ■ Somewhat agree   □ (Don't Know/Refused)   ■ Strongly/Somewhat Disagree

Question	Strongly agree	Somewhat agree	Don't Know/Refused	Strongly/Somewhat Disagree
Q43. Transporting more cargo by train instead of by truck can reduce congestion and improve air quality.	59%	30%	4%	7%
Q38. Improving public transportation can have a significant impact on reducing traffic.	57%	31%	2%	10%
Q37. Improving public transportation can have a significant impact on local air quality and public health.	55%	32%	2%	11%
Q33. Improving our streets, roads and public transit will create jobs and improve the local economy.	46%	39%	2%	13%
Q36. Improving public transportation can have a significant impact on reducing greenhouse gas emissions.	50%	32%	3%	15%
Q42. Improving the use of technology on our roads & public transit can have a significant impact on reducing traffic.	38%	43%	5%	15%
Q44. Making it easier to move cargo from the Port of Oakland through Alameda County can improve our local economy	33%	42%	8%	17%
Q39. Making it easier and safer to walk and bicycle can have a significant impact on reducing traffic.	37%	37%	2%	24%

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Alameda CTC Transportation Expenditure Plan Update
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EMC 11-4407

Ranked Priorities for Projects and Programs (Slide 1 of 3)

16

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)

■ 1 Not a priority at all   ■ 2   □ 3 / Don't know   ■ 4   ■ 5 Very high priority   Mean

Question	1 Not a priority at all	2	3 / Don't know	4	5 Very high priority
Q21. Keeping public transit service affordable for those who depend on it, including seniors, youth, and people with disabilities	2%	3%	11%	18%	67%
Q17. Making it easier to get to work and school using public transportation	4%	4%	13%	23%	55%
Q8. Maintaining streets, roads, and highways	3%	3%	16%	27%	51%
Q13. Maintaining and operating existing transit services	3%	5%	16%	28%	47%
Q14. Improving transportation services for seniors and people with disabilities	5%	4%	17%	25%	49%
Q16. Improving local streets to make them safer and more efficient for all	5%	5%	19%	25%	45%
Q20. Reducing air pollution and greenhouse gas emissions from the county's cars, trucks, buses, and trains	9%	6%	17%	21%	47%

EMC
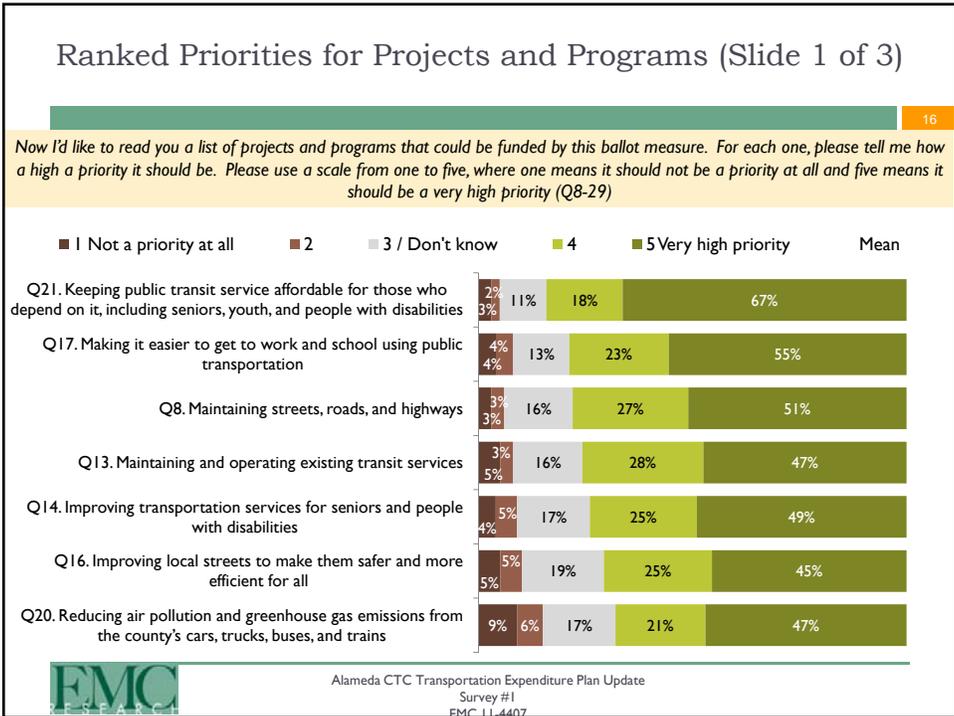
Alameda CTC Transportation Expenditure Plan Update
Survey #1
EMC 11-4407

Ranked Priorities for Projects and Programs (Slide 2 of 3)

17

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)

■ 1 Not a priority at all ■ 2 ■ 3 / Don't know ■ 4 ■ 5 Very high priority

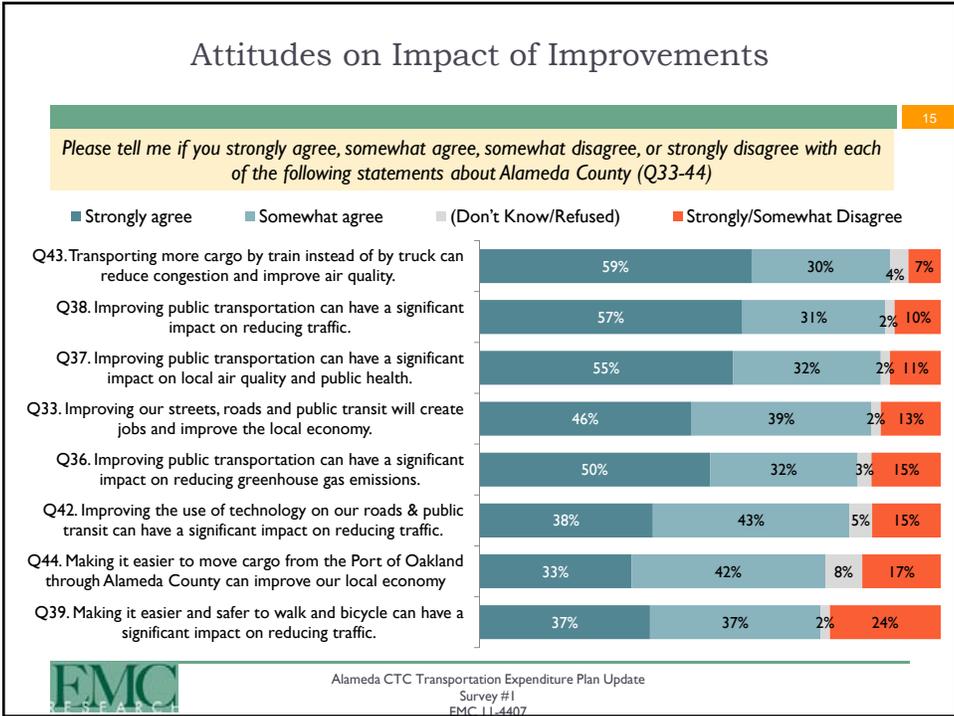|	1	2	3 / Don't know	4	5
Q11. Providing and supporting alternatives to driving, like walking, biking, and public transit	6%	7%	20%	26%	40%
*Q29. Reducing traffic on I-880 by extending carpool lanes and using technologies that improve traffic flow	10%	7%	19%	23%	40%
Q9. Expanding transit services and reliability, including express bus services	6%	7%	27%	28%	32%
Q22. Expanding the Safe Routes to Schools program	7%	5%	30%	19%	39%
Q10. Expanding road and highway capacity and efficiency	8%	12%	24%	25%	31%
Q18. Restoring public transit service cuts	11%	10%	24%	23%	31%
Q19. Providing a free bus transit pass to all middle and high school students in the county	13%	12%	23%	22%	31%
*Q23. Extending Bart to Livermore	11%	13%	24%	19%	32%
Q15. Expanding bicycle and pedestrian improvements	11%	14%	24%	21%	29%

EMC RESEARCH

Alameda CTC Transportation Expenditure Plan Update
Survey #1
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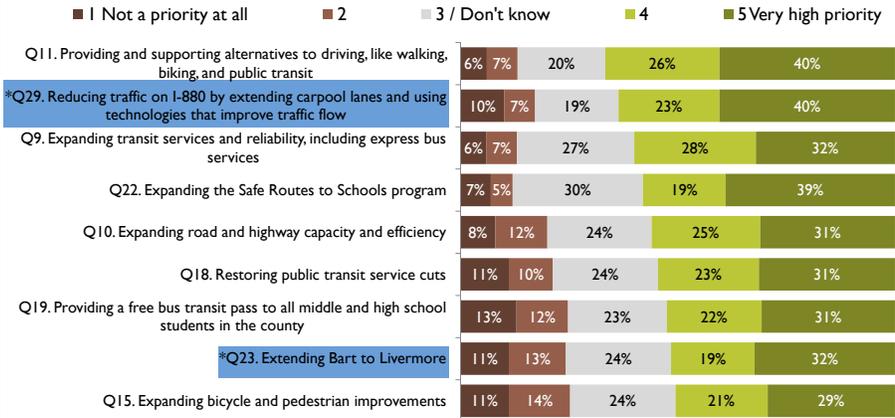*Project

Ranked Priorities for Projects and Programs (Slide 3 of 3)

18

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)
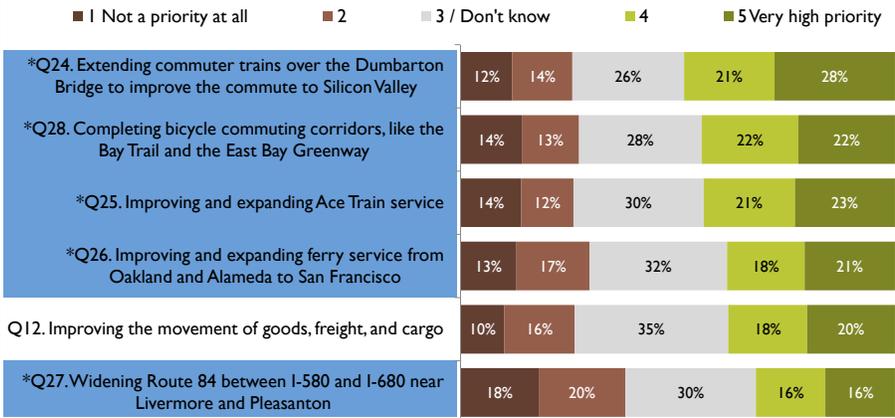
■ 1 Not a priority at all ■ 2 ■ 3 / Don't know ■ 4 ■ 5 Very high priority

	1	2	3 / Don't know	4	5
*Q24. Extending commuter trains over the Dumbarton Bridge to improve the commute to Silicon Valley	12%	14%	26%	21%	28%
*Q28. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway	14%	13%	28%	22%	22%
*Q25. Improving and expanding Ace Train service	14%	12%	30%	21%	23%
*Q26. Improving and expanding ferry service from Oakland and Alameda to San Francisco	13%	17%	32%	18%	21%
Q12. Improving the movement of goods, freight, and cargo	10%	16%	35%	18%	20%
*Q27. Widening Route 84 between I-580 and I-680 near Livermore and Pleasanton	18%	20%	30%	16%	16%

EMC RESEARCH

Alameda CTC Transportation Expenditure Plan Update
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*Project

Projects Across Regions

Means Shown					
SCALE (1 to 5): 1-Not be a priority at all --------------------- 5-Very high priority					

Program / Project	Overall (100%)	Central Alameda Co. (21%)	East Alameda Co. (15%)	North Alameda Co. (46%)	South Alameda Co. (18%)
Q29. Reducing traffic on I-880 by extending carpool lanes and using technologies that improve traffic flow	3.75 *	3.88 *	3.33 *	3.85 *	3.71 *
Q23. Extending Bart to Livermore	3.48 *	3.66 *	3.63 *	3.32 *	3.58 *
Q24. Extending commuter trains over the Dumbarton Bridge to improve the commute to Silicon Valley	3.38 *	3.42 *	3.21	3.32 *	3.65 *
Q25. Improving and expanding Ace Train service	3.26	3.32	3.32 *	3.16	3.44
Q28. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway	3.23	3.12	2.87	3.53 *	3.01
Q26. Improving and expanding ferry service from Oakland and Alameda to San Francisco	3.17	3.26	2.79	3.29	3.06
Q27. Widening Route 84 between I-580 and I-680 near Livermore and Pleasanton	2.92	3.15	3.26	2.64	3.11

Alameda CTC Transportation Expenditure Plan Update Survey #1
EMC 11-4407

* Indicates Top 3

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

Meeting Schedule
for
2010/2011 Fiscal Year
Created: July 27, 2010
Updated: March 29, 2011

	Meeting Date	**Meeting Purpose**
1	September 9, 2010	• Countywide Pedestrian and Bicycle Plan Updates: General Status Update. (*Bring consolidated list of comments on scope of work/plan updates to this meeting; overall schedule)* • Review of matching funding for SR2S Climate Initiatives Program competitive grant project (Action) • Update on CDF Grants: Sponsor Presentations, as needed • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • Report on Walking Campaign • Report on Bike/Ped Counts • Update on Active Transportation Legislative Effort
2	October 14, 2010 - **CANCELLED**	*CANCELLED due to lack of quorum. Written input requested on:* • Countywide Pedestrian and Bicycle Plan Updates: Input on Existing Conditions and Priorities/Network Approach • Review of Complete Streets Checklists
3	December 9, 2010	• Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices and Vision/Goals • Review of San Leandro Slough un-used grant funding (Action) • Input on Alameda CTC 2011 Legislative program • Funding request for Bike to Work Day 2011, annual bike/ped count program and Step Into Life campaign (Action) • Grant Summary Report (Fall) for Commission (Info)
4	February 10, 2011	• Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities • Discuss proposed policy on matching funds (Action) • Discuss timing of CDF Grant Cycle 5 and extension of grant-funded programs • Countywide Transportation Plan Update and Outreach Toolkit Training • Report on Walking Campaign Launch (staff reports)
5	April 14, 2011	• Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities • Discuss timing of CDF Grant Cycle 5 and extension of grant-funded programs (Action) • Discuss proposed policy on matching funds (Action) • Input on evaluation of Bike to Work Day and Get Rolling campaigns • Countywide Transportation Plan/Transportation Expenditure Plan Update • Preview of June officer elections • Review TDA Article 3 Projects (as requested)

		• Report on planned Bike to Work Day activities
6	June 9, 2011	• Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities
		• Discuss configuration of BPAC under Alameda CTC and BPAC Bylaws
		• Committee Training
		• Alameda County Bicycle and Pedestrian Plan Update for Unincorporated Areas – Review and Comment (30 min, Paul Keener)
		• Report on Bike to Work Day
		• Appointments to BART Bicycle Task Force (??)
		• Countywide Transportation Plan/Transportation Expenditure Plan Update
		• Update on CDF Grants: Sponsor Presentations, as needed
		• Input on Half-Day Bike/Ped Conference (staff reports)
		• Admin: Distribute BPAC Action Log: 2010
		• Admin: Presentation on ACTIA's Bike/Ped Work Program for 11/12
		• Admin: Plan Agendas for 11/12 BPAC Meetings
		• Admin: Election of Chair & Vice-Chair for FY 11/12
		• Admin: Review Bylaws
		• Grant Summary Report from May Commission Meeting (Info)
		• CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info)
		• Summary of Local Pass-Thru (75%) Expenditures (Board report + Bike/Ped summary) (Info)

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2010/2011

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11
3	Mr.	Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10
4	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11
5	Ms.	Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11
6	Mr.	Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12
7	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12
8	Mr.	Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12
9	Mr.	Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12
10	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11
11		Vacancy			Vice Mayor Rob Bonta, City of Alameda			

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