



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, April 10, 2014, 5:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

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Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

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Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, April 10, 2014, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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www.AlamedaCTC.org

Chair: Midori Tabata

Vice Chair: Sara Zimmerman

Bicycle and Pedestrian Coordinator:
Matt Bomberg

Staff Liaison: Tess Lengyel

Public Meeting Coordinator: Angie Ayers

5:30 – 5:35 p.m. Midori Tabata	1. Welcome and Introductions		
5:35 – 5:40 p.m. Public	2. Public Comment		
5:40 – 5:45 p.m. Midori Tabata	3. BPAC Meeting Minutes	Page	A/I
	3.1. Approval of January 9, 2014 BPAC Meeting Minutes	1	A
5:45 – 6:05 p.m. Paul Keener ACPWA	4. TDA Article 3 Project Review	5	I
6:05 – 6:40 p.m. Matt Bomberg	5. Countywide Bicycle Pedestrian Advisory Committee (BPAC) Project Review Guidelines	11	A
6:40 – 7:00 p.m. Staff	6. 2013 Performance Report including Bicycle and Pedestrian Performance Measure Trends	21	I
7:00 – 7:25 p.m. Staff	7. Commission Actions and Staff Reports		
	7.1. Sustainable Communities Technical Assistance Program	29	I
	7.2. Bike to Work Day and Ride Into Life Campaign Update (Verbal)		I
	7.3. Transportation Expenditure Plan Outreach Update (Verbal)		I
	7.4. Alameda CTC Public Outreach Activities	49	I
7:25 – 7:30 p.m. BPAC Members	8. BPAC Member Reports (Verbal)		
	8.1. BPAC Roster	55	I
	8.2. BPAC Calendar FY13-14	57	I
7:30 p.m. Midori Tabata	9. Adjournment		

Next meeting: July10, 2014

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



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, January 9, 2014, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

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MEETING MINUTES

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except the following: Alex Chen, Lucy Gigli, Heath Maddox, and Ann Welsh.

2. Public Comment

There were no public comments.

3. Approval of October 17, 2013 Minutes

Mike Ansell moved to approve the October 17, 2013 minutes as written. Jeremy Johansen seconded the motion. The motion passed (7-0) unanimously (Chen, Gigli, Maddox, and Welsh absent).

4. Countywide Bicycle and Pedestrian Advisory Committee Project Review Guidelines and Bylaws

Matt Bomberg explained that staff is proposing a new role for the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), to review and provide input to Alameda CTC and partner project sponsors during early project-development phases. He requested BPAC to provide input on the proposed BPAC project review guidelines and BPAC Bylaws. He gave an overview on the following to the committee:

- Background and rationale for proposed new BPAC role
- Project review goals, relevant projects, roles, and responsibilities

Matt informed the committee that the Alameda County Technical Advisory Committee (ACTAC) reviewed the project review guidelines and provided the following input:

- ACTAC expressed concern that BPAC's role in the project review could duplicate local requirements under complete streets policies.
- ACTAC members stated that based on their experience with past BPAC comments that committee members may not always understand the full range of considerations involved in designing a project or program.
- The guidelines need to clarify the requirements in terms of a response to BPAC comments.
- The guidelines need to clarify if project sponsors are required to alter projects in response to comments.
- The members believed that the new role for BPAC is useful for the California Department of Transportation projects.

Questions/feedback from members:

- During which phase will BPAC review the projects? Staff said BPAC will provide input during early stages (e.g. scoping and environmental for capital projects)

when designs, cost estimates, and curricula have more flexibility to be changed in response to feedback.

- How will BPAC know what follow-up happens after members provide comments? The members stated that it would be helpful if the guidelines were updated to request that project sponsors respond to BPAC comments.
- Will the Commission view the BPAC comments? Will there be a formal action taken on projects? How does review of project sponsors' projects align with the fact that the BPAC is a body that is advisory to the Commission?
- Will BPAC see a response to the comments? This will be determined at a later time.
- Can the BPAC chair and vice chair weigh in on project selection?
- Members pointed out that some local BPACs are involved in project review and this process frequently leads to better designed projects. Staff mentioned that some known issues of projects that did not adequately consider biking or walking accommodations could be averted with the early phase review proposed.

Overall BPAC members expressed optimism about the proposed new role in project review along with a desire for more specific details about how comments would be used and how information would be communicated to the Commission. BPAC members also expressed that they recognized that the BPAC role in funding would be different in future funding cycles but that they would like more details on what their role with regard to funding will be.

Tess Lengyel encouraged the committee to provide staff with additional comments by the end of January. Staff will update the project review guidelines and bring them back to BPAC in April. Tess told the committee that once the guidelines are approved, staff will weave them into the BPAC bylaws that BPAC will approve at its organizational meeting in July.

5. Safe Routes to Schools Program Annual Update

Arun Goel of Alameda CTC and Brett Hondorp with Alta Planning and Design provided an update on the Safe Routes to School (SR2S) Program. Brett provided information on the program history and growth, and updated the committee on the school selection process and program delivery. Arun reviewed program activities and said participation is increasing in International Walk and Roll to School Day, the Golden Sneaker Contest, Carpool to School Day, and Bike to School Day. He described success stories in the program and top-performing schools, as well as transportation mode splits and trends. He concluded by reviewing the look-ahead goals for the program.

Overall, BPAC members stated they are impressed with the SR2S program's success. Discussion from the members centered on how the program defines success and the relationship between the various program partners.

6. Measure B Bicycle and Pedestrian Countywide Discretionary Fund Final Report: East Bay Bicycle Coalition Bicycle Safety Education Program

Renee Rivera and Robert Prinz with Bike East Bay (formerly known as the East Bay Bicycle Coalition) reported that this is the final reporting period of the Bicycle Safety Education Program funded by the Measure B Countywide Discretionary Fund. Robert said that Alameda CTC Measure B funds allowed Bike East Bay to leverage these funds for other

funding sources to continue the program. He mentioned that the program will become a subtask in the SR2S process, and Bike East Bay signed a three-year contract between Alta Planning and Alameda CTC. He described the program growth, the number of classes held, and the number of attendees from 2011 through 2013.

Overall, the committee is very pleased with the growth of the Bicycle Safety Education Program, and the discussion centered on the effectiveness of the instructors, since the program has increased in size. Discussion also took place on Bike East Bay's ability to maintain the program in its current capacity with the new contract. Next time, the Bicycle Safety Education Program update will be rolled up in the SR2S annual program update.

7 Commission Actions and Staff Reports

There were no Commission action discussions or staff reports.

8. BPAC Members Reports

There were no reports from BPAC members.

9. Meeting Adjournment

The meeting adjourned at 7:25 p.m.

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Memorandum

4.0

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 3, 2014

SUBJECT: TDA Article 3 Project Review

RECOMMENDATION: Provide input on TDA Article 3 projects for select jurisdictions

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 several projects being submitted by local jurisdictions for funding in Fiscal Year (FY) 2013/2014. The five projects are described below. Included as Attachment A, for information only, is a list of all of the projects submitted by local agencies for TDA Article funding in FY 2013/2014.

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) that is comprised of bicyclists and pedestrians. Under the TDA Article 3 Policies and Procedures developed by MTC, local jurisdictions must establish a BAC or use a Countywide BPAC if it provides for "expanded city representation." MTC has determined that the Alameda CTC BPAC provides for expanded city representation.

This year three jurisdictions are requesting review of their projects by the Countywide BPAC: the City of Dublin, the Alameda County Public Works Agency and the City of Hayward. Their projects are summarized below. All other jurisdictions have elected to roll-over TDA Article 3 funds for future years or will use a local BAC. Attachment A, included for informational purposes, provides the full list of projects submitted by local agencies for TDA Article 3 funding in FY 2014/15.

Alameda County Public Works Agency

1. Pedestrian Improvements at Various Locations in Alameda County Unincorporated Areas. The Pedestrian Improvement Project includes sidewalks, curb, gutters, crosswalks, striping, high visibility crosswalks, pedestrian ramps, and modify existing ramps, and associated improvements at various locations in unincorporated Alameda County to

meet American with Disabilities Act standards. This project will improve access to pedestrian activity centers by removing barriers that limit pedestrian travel.

The TDA funding request is \$185,000.

2. Bicycle/Pedestrian Safety Education Program. The Bicycle/Pedestrian Safety Education Program will provide traffic safety materials, such as, brochures, activity books, flashing reflectors, reflector bands, bicycle lamps, helmets, bicycles, and other items to promote pedestrian and bicycle safety. The program would also support bicycle and pedestrian community activities that promote biking and walking, such as "Walk to School Week" and "Bike to Work Day". The aim of the program is to educate and prevent injuries while promoting the benefits of physical activity. The Public Works Agency will continue to partner with the Alameda County Department of Public Health, the Sheriff Department, the California Highway Patrol, Alameda County Safe Routes to School program, Alameda County Transportation Commission, elected officials, local leaders, the Bay Area Air Quality Management District and other agencies to identify and address needs within the community.

The TDA funding request is \$20,672.

City of Dublin

1. Pedestrian and Bicycle Improvements along Dublin Boulevard.

(a) The goal of this portion of the project would be to provide improved detection zones in left turn lanes on Dublin Boulevard and all approaches on side streets to detect and provide an extended green times for bicyclists to cross the intersection. This will entail installing bicycle and pedestrian enhanced detection system along Dublin Boulevard intersections. The current signal operations are limited for bicycle operations in the left turn lanes on Dublin Boulevard and on side streets intersecting Dublin Boulevard. The signal operations for bicyclists can be improved by providing signal equipment that could distinguish bicycles separately from other vehicles. Similarly at few larger intersections pedestrian presence can be detected separately and flash/do not walk time can be extended for slower walking pedestrians. Signal equipment will be added to detect walking pedestrians in the crosswalks and additional time will be provided for slower walking pedestrians to cross the street safely.

(b) Improve pedestrian and bicycle access and circulation along sidewalks along Dublin Boulevard in the Downtown area. This may include enhancing safety by reducing crossing distances through the application of striping and curb extensions where feasible, and improving sidewalk area for enhanced clearances for bicycle and pedestrian use.

The TDA funding request is \$148,311.

City of Hayward

1. Citywide ADA Compliant Wheelchair Accessible Ramps. Proposed wheelchair ramp installations are in the Downtown and Sleepy Hollow-Depot neighborhoods. A total of fifty ramps will be installed.

The TDA funding request is \$123,408.

Fiscal Impact: There is no fiscal impact.

Attachments

A. List of TDA Article 3 Projects for Fiscal Year 2014-15 Funding

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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FY 14/15 TDA Article 3 Program - List of Projects (4-4-14)

Agency	Proposed Projects	FY14/15 TDA Funding Program	Total Allocation*	Roll over to FY 15/16	Carryover Funding FY15/16
PA1					
City of Alameda	Bicycle Parking (\$30,000)		\$30,000		
	Bicycle Plan Update (\$50,000)	\$62,325	\$50,000		\$0
	Clement Avenue Bikeway (\$45,917)		\$45,917		
Albany	No project submitted for FY 14/15	\$15,290	\$0	\$15,290	\$15,290
Berkeley	No project submitted for FY 14/15	\$95,998	\$0	\$95,998	\$95,998
Emeryville	(1) No project submitted for FY 14/15	\$8,519	\$0	\$8,519	\$24,853
Oakland	Bicyclist Signage Program (\$75,000)		\$75,000		\$0
	Bicyclist Safe Storm Drain Inlet Program (\$75,000)	\$331,281	\$75,000		\$0
	Rehabilitation of the Short Cut Stair Path at Alvarado Road (\$181,281)		\$181,281		\$0
Piedmont	(2) No project submitted for FY 14/15	\$9,034	\$0	\$9,034	\$40,716
	PA1 Total		\$457,198		\$176,857
PA2					
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	\$123,408	\$123,408		\$0
San Leandro**	(3) FY 14/15 Citywide Pedestrian Accessibility Improvements	\$71,898	\$71,898		\$0
	PA2 Total		\$195,306		\$0
PA3					
Fremont***	Ellsworth Street Sidewalk and Bikeway Improvements	\$182,451	\$282,451		\$0
Newark	No project submitted for FY 14/15	\$35,957	\$0	\$35,957	\$35,957
Union City	(4) Dyer Street/San Carlos Way Pedestrian Safety Improvements	\$59,175	\$100,000	\$59,175	\$167,656
	PA3 Total		\$382,451		\$203,613
PA4					
Dublin	Pedestrian and Bicycle Improvements along Dublin Boulevard	\$41,389	\$148,311		\$0
Livermore****	(5) No project submitted for FY 14/15	\$69,127	\$0	\$69,127	\$304,541
Pleasanton	(6) No project submitted for FY 14/15	\$59,624	\$0	\$59,624	\$267,164
	PA4 Total		\$148,311		\$571,705
COUNTY					
County	Pedestrian Improvements at Various Locations		\$185,000		\$0
	Bicycle/Pedestrian Safety Education Program	\$205,672	\$20,672		\$0
	County Total		\$205,672		\$0
	Total	\$1,371,148	\$1,388,938	\$352,724	\$952,175

- (1) Carryover Funding FY 15/16 Amount for City of Emeryville includes FY 12/13 \$7,841, FY 13/14 \$8,493, and FY 14/15 \$8,519,
(2) Carryover Funding FY 15/16 Amount for City of Piedmont includes roll over of FY 10/11 \$6,567, FY 11/12 \$7,810, FY 12/13 \$8,306, FY 13/14 \$8,999, and FY 14/15 \$9,034
(3) Amount for City of San Leandro Total Allocation includes payback loan deduction of \$30,000
(4) Carryover Funding FY 15/16 Amount for Union City includes roll over of FY 12/13 \$49,656, FY 13/14 \$58,825 and FY14/15 \$59,175
(5) Carryover Funding FY 15/16 for City of Livermore includes roll-over FY 10/11 \$44,379, FY 11/12 \$59,166, FY 12/13 \$63,257, FY 13/14 \$68,612, and FY 14/15 \$69,127
(6) Carryover Funding FY 15/16 for City of Pleasanton includes roll over of FY 08/09 \$45,658, FY 09/10 \$61,286, FY \$41,253, FY 13/14 \$59,344 and FY 14/15 \$59,624
- NOTE:**
The total allocation includes FY14/15 funding program and previous fiscal years TDA Article 3 funding.
**City of San Leandro requested a loan of \$30,000 from City of Livermore and will pay back with FY15/16 TDA Article3 allocation. Therefore, City of San Leandro will have \$71,898 available.
***City of Fremont requested a loan of \$100,000 from the City of Livermore and will pay back with FY 15/16 TDA Article 3 allocation. Therefore, City of Fremont will have \$282,451 available.
****City of Livermore will have \$174,541 available in FY 14/15.

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 3, 2014

SUBJECT: Countywide Bicycle Pedestrian Advisory Committee (BPAC) Project Review Guidelines

RECOMMENDATION: Approve Countywide BPAC Project Review Guidelines

Summary

Alameda CTC staff is developing a new role for the Countywide BPAC reviewing that will allow for providing input to project sponsors during early project development phases. Through this new role the BPAC will work collaboratively with project sponsors to identify and consider the needs of bicyclists and pedestrians, thereby improving the designs of capital projects and the curricula and materials developed to support programs.

Alameda CTC developed guidelines to outline the goals, scope, and roles and responsibilities of the BPAC, project sponsors, and Alameda CTC staff as a part of BPAC project review activities. The Draft BPAC Project Review Guidelines were reviewed by ACTAC and BPAC at the committees' January meetings. Subsequently, a modified version of the Draft BPAC Project Review Guidelines was developed that incorporated feedback identified by the ACTAC and BPAC. ACTAC reviewed and approved the modified Draft BPAC Project Review Guidelines at its March meeting with several amendments.

BPAC is requested to approve the revised BPAC Project Review Guidelines.

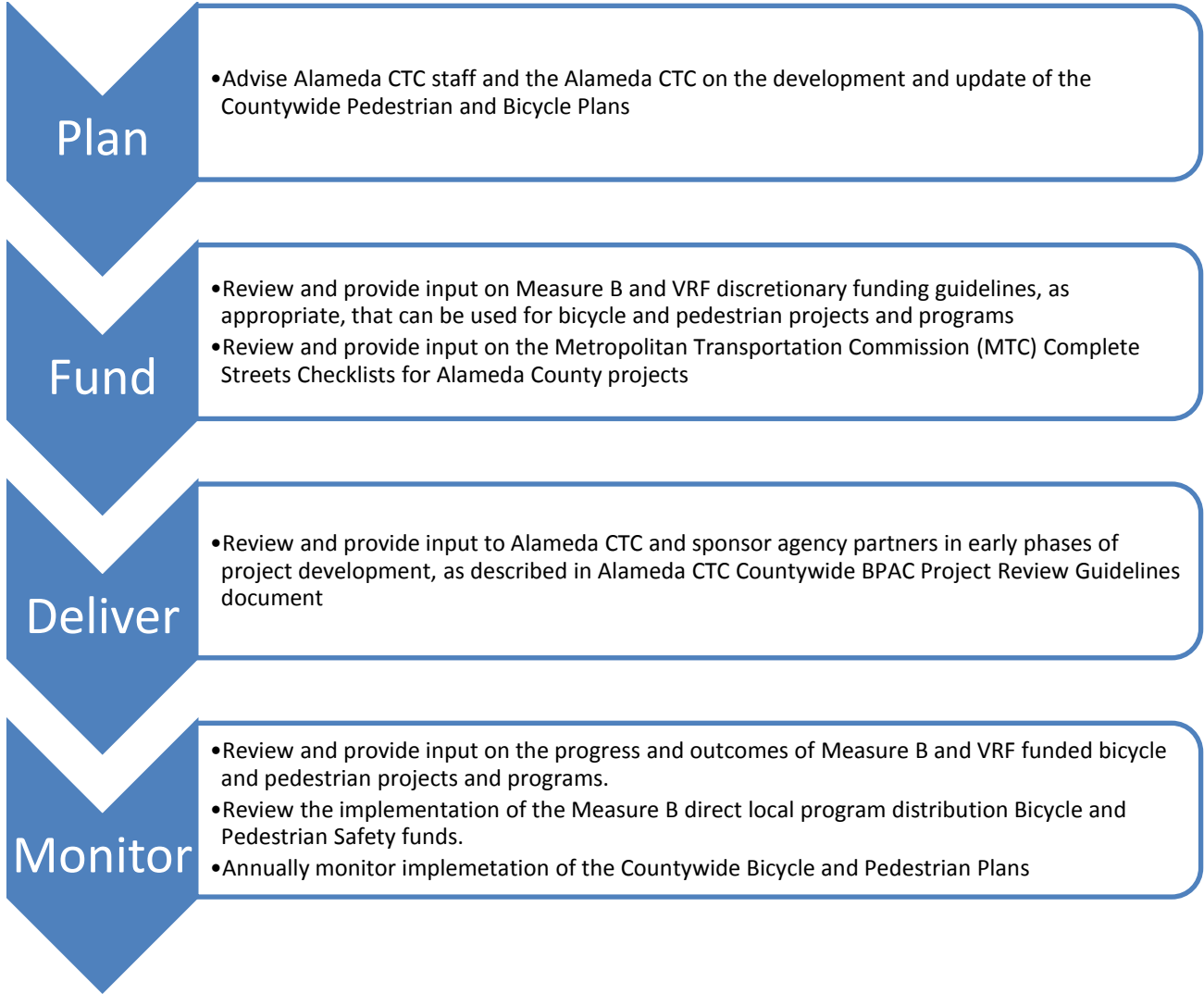
Background

Proposed New BPAC Role

Alameda CTC staff proposed a new role for the Countywide BPAC to review and provide input to project sponsors during early project development phases. Through this new role the BPAC will work collaboratively with project sponsors to identify and consider the needs of bicyclists and pedestrians, thereby improving the designs of capital projects and the curricula and materials developed to support programs. The proposed role would enable the BPAC to assist with the implementation of complete streets requirements, including local complete streets policies and complete streets provisions in the 2014 Transportation Expenditure Plan.

Alameda CTC developed guidelines to outline the goals, scope, and roles and responsibilities of the BPAC, project sponsors, and Alameda CTC staff as a part of BPAC project review activities. The Draft Guidelines were reviewed by ACTAC and BPAC at the committees' January meetings. Subsequently, a modified version of the Draft Guidelines was developed that incorporated feedback identified by the ACTAC and BPAC. ACTAC reviewed and approved the modified Draft Guidelines at its March meeting with several amendments. Comments and modifications to the Draft Guidelines are summarized below.

The project review role will be one of many BPAC responsibilities. The BPAC will continue to have roles in all areas of Alameda CTC activities, as depicted in the figure below.



Comments and Modifications

The tables below provide a summary of comments received from ACTAC and BPAC members as well as modifications to address these comments.

Table 1: ACTAC Comments

Comment	Modification
Process is duplicative of local requirements	Level of local review and regional significance have been added as criterion for whether project receives BPAC review.
BPAC comments would need to be clear; project review requires sophistication in understanding what is being reviewed	BPAC project review guides will be created that identify key considerations for BPAC members as they conduct review . Local Master Plans are removed as category of projects to receive BPAC review due to complexity of reviewing a full plan document in single meeting. Alameda CTC will develop Local Master Plan guidelines that apply to locally discretionary funded plans; BPAC will review these guidelines.
More detail needed on what is required in terms of reconciling comments, timeline, requirement of written response.	Guidelines now clarify that BPAC comments must be provided in person at meeting or within a week after project presentation. Guidelines now clarify that project sponsors will be required to provide a written response.
Process could be useful, particularly for Caltrans projects	Comment is noted.
Need clarification that projects funded entirely using city funds or local direct program distribution funds ("pass-through") not subject to review	Guidelines now differentiate between "local Alameda CTC funds" and "local funds"
Need clarification that comments are input only	Language that "comments are input only" was added
Need clarification on maximum number of projects that may be reviewed in a year	Guidelines state that up to 10 projects will be reviewed in a year.
Need clarification that project sponsors will not be required to respond to multiple sets of comments	Guidelines state that project sponsors will not be required to respond to follow-up questions or comments from BPAC outside those included in the timeframe noted in the Guidelines
Transit operators need opportunity to review and comment on projects as well	Guidelines now state that all materials distributed to BPAC will also be sent to transit operators and that transit operators may submit comments for inclusion within the timeline for BPAC member comments described in the Guidelines.

Table 2: BPAC Comments

Comment	Modification
What happens to comments? How will BPAC know if comments have been addressed?	Guidelines clarify that Project Sponsors will be required to respond to comments in writing and these comments will be provided to BPAC members.
How are comments conveyed to Commission?	Guidelines clarify that BPAC comments will be summarized in a BPAC Comment Log that is included in the BPAC minutes which are transmitted to the Commission through its agenda packet.
Can BPAC Chair and Vice Chair review selection of projects?	Guidelines clarify that Alameda CTC staff will recommend projects to receive BPAC review to BPAC Chair and Vice Chair as part of agenda planning activities.

The revised BPAC Project Review Guidelines are included as Attachment A.

Timeline for Implementation

BPAC approval of the Project Review Guidelines is recommended in April. BPAC will then consider its overall bylaws in July, with inclusion of the BPAC review role, and the Project Review Guidelines would take effect with adoption of new bylaws, as approved by the Commission. BPAC project review could begin in October 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Bicycle Pedestrian Advisory Committee Project Review Guidelines

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Alameda CTC Countywide Bicycle Pedestrian Advisory Committee Project Review Guidelines

Introduction

This document provides guidelines for the Alameda CTC Countywide Bicycle and Pedestrian Advisory Committee (BPAC) in reviewing and providing input to Alameda CTC and sponsor agency partners in early project development phases. The document describes the goals of BPAC review, identifies which projects will receive BPAC review, specifies roles and responsibilities of project sponsors, the BPAC, and Alameda CTC staff, and provides an overview of how the process will work.

This document implements one of the responsibilities outlined for the BPAC in its bylaws. In addition to project review responsibilities, the BPAC also has roles in bicycle and pedestrian planning, funding, and monitoring activities.

Goals of Review

Capital Projects

- Provide a bicyclist and pedestrian user perspective on the safety, comfort, and convenience of proposed transportation project designs or design alternatives.
- Assist project sponsors in developing bicycle and pedestrian facilities in a manner that is appropriate and sensitive to project context.
- Incorporate input at the ideal time in the life of a capital project.
- Supplement the review of local BPACs, as applicable, with the input of bicyclists and pedestrians who represent each jurisdiction in the county as well as transit.

Programs

- Provide input on the effectiveness of proposed curricula and other information distributed through programs.
- Provide input on outreach/marketing plans, including suitable venues and means of communication to reach current or potential pedestrians and bicyclists in different areas of the county.

Relevant Projects

Capital projects (including feasibility studies) and programs are both eligible for BPAC review. Alameda CTC staff will recommend specific projects to receive BPAC review.

The recommended projects will be presented to the BPAC Chair and Vice Chair for consideration as part of BPAC agenda planning activities.

For all projects, the following criteria will be used to identify projects for BPAC review:

- Funding source: only projects receiving local Alameda CTC funds will receive BPAC review
 - Projects identified in the Measure B 2014 Transportation Expenditure Plan
 - Projects receiving Measure B or Vehicle Registration Fee funds as part of a discretionary funding cycle
 - Local direct program distribution (“pass-through”) are not included in this BPAC review process, unless specifically requested by a project sponsor
 - Other projects as requested by project sponsors
- Regional significance or interjurisdictional nature: projects likely to be used by bicyclists and pedestrians from many different jurisdictions or that involve multiple jurisdictions or agencies
- Level of local review: projects that have not already been reviewed by a local committee comprised of members representing bicyclist and pedestrian viewpoints will be prioritized for BPAC review

In addition, for capital projects, the following criteria will be considered:

- Early development phase: projects will only be considered up to and including 30 percent design phase (see Figure 1)
- Bicycle/pedestrian nexus: projects should have a clear impact on bicycle and pedestrian safety, comfort, convenience, or access/circulation

Due to logistical considerations including frequency of BPAC meetings, time required for an in-depth discussion of a project, and other BPAC responsibilities, the BPAC will review up to 10 projects per year.

Review Process

Selection and scheduling

Alameda CTC staff will recommend a set of projects to the BPAC Chair and Vice Chair to receive BPAC review during an upcoming year based on the criteria outlined above. For these projects, BPAC presentations will be included in grant or funding agreements as a task.

At the conclusion of each fiscal year, Alameda CTC staff will consult with project sponsors to develop a one-year look-ahead of BPAC project presentation dates, based on project progress and anticipated upcoming milestones as well as the BPAC meeting schedule.

Alameda CTC staff will maintain a list of projects identified for BPAC review and will update information on which projects have completed this review or are scheduled to be presented to the BPAC within the upcoming year. This information will be provided to the Alameda County Technical Advisory Committee semi-annually.

Project sponsors wishing to request BPAC review for a federal, state, or Measure B/VRF local direct program distribution funded project may request such review at any time. These projects will be accommodated as permitted by the BPAC's existing scheduled project review and other work program items.

Presentation

Project sponsors will be required to prepare a presentation for the BPAC. For capital projects, the presentation should provide information such as a map of the project location, existing condition photos, and relevant project schematic drawings needed to clearly explain/demonstrate future biking and walking conditions. For programs, the presentation should provide information such as an overview of proposed program goals, curriculum or messages, and communication and outreach strategy.

Project sponsors will be required to provide the presentation to the Alameda CTC three weeks in advance of the BPAC meeting date.

Alameda CTC staff will prepare a project cover sheet that identifies relevant project background information (e.g. location, nearby land uses, relevant plans that project is included in, etc.). This cover sheet will be completed using existing information from project grant applications and materials submitted by a project sponsor or other materials, as applicable.

Alameda CTC staff will provide all project review materials to the BPAC two weeks prior to the BPAC meeting date. All materials provided to the BPAC will also be provided to a designated staff person at relevant transit operators.

Comments

The BPAC may make comments directly at the BPAC meeting. The BPAC may also make comments conveyed to Alameda CTC staff up to one week after the project presentation. Alameda CTC staff will summarize BPAC comments. Summarized comments will be included in a "BPAC Project Comment Log" that is included with the BPAC Chair's report in the Alameda CTC meeting packet. Summarized comments will also be sent to project sponsors to facilitate their work developing responses. Any comments received from transit operators will be required to follow the same timelines as BPAC comments and will be recorded in the same comment log.

Alameda CTC staff will develop BPAC project review guides for different project types that identify key questions or issues for BPAC members to consider when conducting the

project review. The goal of these guides will be to ensure that comments are focused and provide the most valuable information to project sponsors.

Response to Comments

Project sponsors will be required to respond in writing to BPAC and transit comments. Comments are input only and project sponsors may weigh comments and suggestions against other considerations, as appropriate. Project sponsors will not be required to respond to follow-up questions or comments from the BPAC that are outside of the timelines established herein.

For projects that are in environmental phase and that will prepare an environmental document for public comment as part of CEQA, the BPAC presentation will be scheduled prior to or during the CEQA comment period and comments may be addressed as part of existing CEQA requirements.

For projects that are in a non-environmental phase or are Categorically Exempt from CEQA, project sponsors will have 45 days from the receipt of comments from the Alameda CTC to develop responses.

Roles and Responsibilities

Project sponsors

- Provide presentation materials to Alameda CTC prior to BPAC presentation
- Present to BPAC
- Respond in writing to BPAC and transit comments within specified time period

BPAC

- Review project presentation materials prior to meeting
- Provide comments during meeting and/or designated comment period after meeting

Alameda CTC Staff

- Identify projects for BPAC review at the conclusion of each funding cycle
- Work with project sponsor to facilitate scheduling of presentations, including developing a one-year look-ahead of project presentations at the beginning of each fiscal year
- Develop BPAC project review guides for different project types that identify key considerations to facilitate focused BPAC comments
- Prepare project cover sheet with relevant background information based on information from project grant application
- Provide project presentation materials to BPAC for review prior to BPAC meeting
- Document and summarize BPAC and transit operator comments
- Provide comments to project sponsors for response

- Include project comments in Alameda CTC meeting packet
- Report semi-annually to ACTAC on scheduled upcoming BPAC project presentations

BPAC Chair and Vice Chair

- Review Alameda CTC staff recommendation of which projects should receive BPAC review
- Review summarized BPAC comments for accuracy

Transit operators

Review and comment on projects as appropriate and within the timeline included herein.

Other Provisions

- Alameda CTC staff will revisit these guidelines after a year. The Countywide BPAC and ACTAC will be notified of any proposed changes.

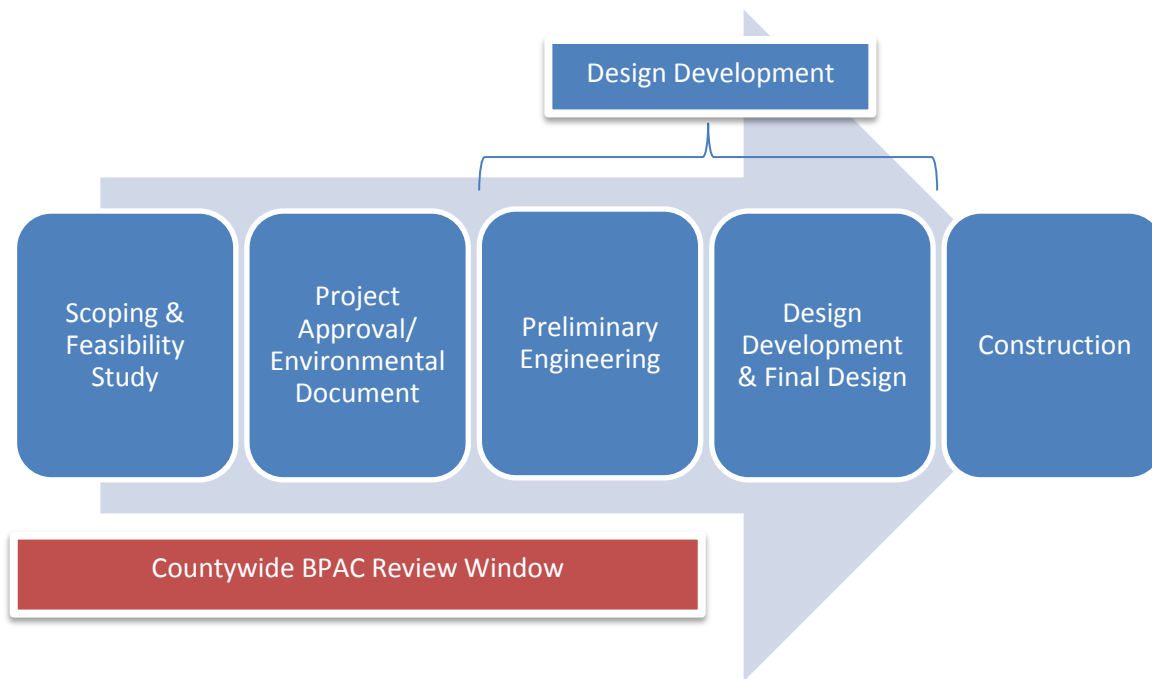


Figure 1: Capital Project Development Phases



Memorandum

6.0

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 3, 2014

SUBJECT: 2013 Performance Report including Bicycle and Pedestrian
Performance Measure Trends

RECOMMENDATION: Receive an update on the 2013 Performance Report

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns as well as roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CWTP) and the Congestion Management Program (CMP) statute. The Performance Report is also the primary document through which the Alameda CTC reports on the eight performance measures identified in the Countywide Pedestrian and Bicycle Plans. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical to assessing the success of past transportation investments and illuminating transportation system needs that will require investments in the future.

Background

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CWTP) and the Congestion Management Program (CMP) statute.

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report

complements other monitoring efforts such as biennial level of service monitoring and annually collected bicycle and pedestrian counts which assess performance of specific modes at a more detailed level.

The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. More broadly, the Performance Report is a vital part of the Alameda CTC's work to plan, fund, and deliver transportation projects and programs throughout Alameda County. The Performance Report, together with the Alameda CTC's other system monitoring efforts, enable the Alameda CTC to assess the success of past investments and identify future areas of need.

This Performance Report is intended to cover fiscal year 2012-13 (FY12-13). Because some data sources are reported based on calendar years or publication of new data may lag preparation of this report, data are not always available for this period. Therefore, this report uses the most current data available in the late-2013 to early-2014 timeframe when data for FY12-13 are unavailable.

The Executive Summary of the Performance Report is included as Attachment A. The full report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129

Bicycle and pedestrian performance measures are reported on in chapters 5 and 6.

Fiscal Impact: There is no fiscal impact.

Attachments

A. 2013 Performance Report Executive Summary

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

Executive Summary



Alameda County's extensive multimodal transportation network provides mobility and access for people and goods traveling within the county and beyond. Alameda CTC's fiscal year 2012-13 (FY12-13) Performance Report captures trends in a series of performance measures that track progress toward key goals for overall commuting patterns, roadways, transit, biking, and walking.

Commuting Patterns

Alameda County's transportation system moves commuters who travel within, to, from, and through Alameda County, supporting the economy of the county and the larger region. Roughly 27 percent of regional commutes involve Alameda County in some way, though the county has just 21 percent of the region's population.

Over the last decade, Alameda County commutes have become slightly more regional in nature. Of commuters with residences or jobs in Alameda County, the share of workers that commute entirely within the county declined from 36 percent to 32 percent, while the share of workers with commutes that cross county lines has climbed from 64 percent to 68 percent.

Commuting mode share moved marginally toward alternative modes in 2012, though the relative stability of commuting mode share speaks to the maturity of Alameda County's transportation network and built environment. Driving mode share declined slightly from 2011 to 2012 (work trips only), with drive-alone trips falling from 65.5 percent to 63.6 percent of trips. The biggest increases in commute mode share from 2011 to 2012 were seen by BART, bus, and working from home. Carpooling mode share increased slightly from 2011 to 2012, after several consecutive years of decline.

Over the long term (between 2000 and 2012), the combined mode share of driving-alone and carpooling has dropped by about 5 percent. During this period working from home had the greatest mode share gain, increasing by 2.4 percent. Over the last 12 years, bus and BART mode share have both climbed, and bicycling's mode share has nearly doubled.

Alameda County's
transportation
system is critical,
not just to the
travel of
Alameda County
residents and
workers, but also
to overall regional
commuting.



Roadways

A recovering job market and economy generally led to slower, more-congested roadway system performance in 2013. Average weekday a.m. and p.m. peak-hour freeway speeds both declined in FY12-13, as compared to FY11-12, with speeds declining by more than 5 percent on a number of key stretches of the county freeway system. This decline in speeds generally translated to increases in delay. The most severe freeway delay (excess travel time from speeds dropping below 35 mph) climbed by 21 percent in FY12-13 over the previous year.

Local street and road average pavement condition Index (PCI), a measure of pavement quality, declined slightly to 69 after reaching a five-year high of 70 in 2011. More than 20 percent of the centerline mileage in Alameda County has a PCI of “failed” or “poor,” and many more miles are classified as “at risk,” meaning they will deteriorate rapidly if preventative maintenance is not undertaken. Poor pavement quality affects road users of all types, and addressing outstanding maintenance needs will require significant future adherence to “fix it first” commitments.

Collisions on Alameda County roadways declined by 5 percent between 2010 and 2011 (the most recent year for which complete data is available), which includes a 1 percent decline in injury and fatal collisions. Since 2002, collisions have dropped by 42 percent and have decreased in every consecutive year. However, the absolute number of collisions on Alameda County roadways (18,266 in 2011, of which 6,225 were injury or fatal collisions) indicates that roadway safety requires continued attention.

Transit

Transit plays a critical role in Alameda County by taking cars off of freeways and arterials and providing vital accessibility to individuals and businesses in Alameda County. Transit ridership increased by 4 percent in FY12-13, the second consecutive year of ridership growth. The ridership growth in FY12-13 was the largest percentage since FY05-06, and within Alameda County, ridership now tops 95 million annual boardings.

BART, bus, and ferry all saw increases in ridership, while commuter rail saw a slight decline. Bus ridership in particular was a bright spot, as it increased by 2 percent after four years of decline or stagnation during the recent recession. Bus ridership began to recover, even though service levels have generally not been restored from major service cuts instituted during the recession. While bus ridership began to recover in FY12-13, ridership is still below pre-recession levels, and since 2005 bus ridership has dropped from 63 percent to 53 percent of transit boardings in Alameda County.

Service utilization—the ratio of how many people ride transit to the amount of revenue service operated—is a more accurate measure of transit operator success than just ridership, as it accounts for efficiency. BART increased boardings per revenue vehicle hour (RVH) by 6 percent in 2013, and has steadily improved performance in this measure since 2005, as it has successfully attracted new riders while adding minimal additional service. AC Transit also improved service utilization in 2013, after performance on this measure declined in 2012; however, AC Transit's service utilization is 5 percent lower than it was in 2005. Other smaller operators have had a range of experiences with service utilization.

All transit operators saw an increase in the distance or time that their vehicles operate between service interruptions in 2013. Despite these improvements, service interruptions remain an issue, as reliability issues cause significant disruptions and may result in loss of riders. Vehicle breakdowns and other equipment failures are frequently a product of aging equipment and infrastructure, and though service interruptions largely declined in 2013, the county's transit operators have a number of aging assets that require rehabilitation or replacement. AC Transit unveiled the first shipment of a new bus purchase in FY12-13, and BART is procuring new rail cars but has significant track, communications, infrastructure, station, and other capital needs.



Bicycling

Bicycling is affordable for users, linked to positive public health outcomes, environmentally sustainable, and contributes to efficient utilization of space. Bicycling's work-trip mode share dipped slightly in 2012 as compared to 2011, but it has nearly doubled over the last decade. Moreover, bicycle count data suggests significant growth in participation and suggests that bicycling is growing for all types of travel. The number of cyclists observed at the 61 count locations monitored by Alameda CTC increased by 42 percent over the last year; and a smaller set of locations monitored over the long term has nearly doubled since 2002.

Expanding bicycling to an activity that people of all types feel comfortable engaging in remains an area for improvement; the gender imbalance in cyclists (only 33 percent of whom were women, according to 2012 counts, up from 18 percent in 2008) attests to the need for investment that moves bicycling in this direction.

Collisions involving bicyclists increased slightly in 2011 from 2010 and have generally climbed over the last decade. However, the bicyclist collision rate may be declining, as the number of collisions involving cyclists has grown more slowly than participation in cycling. Yet, safety and



perceived lack of safety remain barriers that prevent cycling from being a more prevalent activity—with participation by people who reflect the demographic makeup of the overall population that lives and works in Alameda County.

During the last year, jurisdictions reported implementing over 25 miles of bikeways, including nearly 4 miles of Class I multi-use trails. Several jurisdictions also implemented varying types of upgraded bicycle lanes including bicycle lanes that use buffers, green paint, and other treatments to increase visibility and comfort for cyclists.

At the conclusion of FY12-13, nine of 15 jurisdictions had adopted local bicycle master plans within the last five years. Three of the remaining six have plan development or update work underway.

Thousands of Alameda County residents and workers participated in bike safety education classes (which have grown steadily since they began in FY09-10), and many more have participated in or seen Alameda CTC's *Ride Into Life* encouragement campaign, which includes Bike to Work Day.

Walking

Walking is fundamental to all transportation modes—every trip begins and ends with walking. For many users of the Alameda County transportation system, walking is their sole mode of transportation. Walking has held steady as the mode used by between 3 percent and 4 percent of Alameda County workers for their commute for the past decade, though this statistic understates walking's role in the transportation system, as the vast majority of walking trips are made for non-work purposes (the most recent household travel survey with data on all types of travel found that walking accounts for 11 percent of all trips, and this statistic excludes walking's role as an access and egress mode for transit and driving trips).

Pedestrian counts collected through the Alameda Countywide Count Program suggest that pedestrian volumes are increasing, as evidenced by an 8 percent increase in 2012.

Collisions involving pedestrians dipped slightly in 2011, and have generally declined over the last decade even as pedestrian counts have increased, suggesting a drop in the underlying collision rate.

In FY12-13, 13 jurisdictions reported completing a total of 30 major pedestrian capital projects. These projects span a wide variety of improvement types, ranging from closing gaps in the county's trail and sidewalk network, to major trail and pathway rehabilitation, to

improvements to the safety and comfort of pedestrian facilities and pedestrian crossings.

At the conclusion of FY12-13, eight of 15 jurisdictions had adopted local pedestrian master plans within the last five years. Four of the remaining seven have plan development or update work underway.

In addition, the Alameda County Safe Routes to School Program, which is a set of efforts aimed at promoting use of alternative modes to get to school, continued its rapid growth; the program was in 147 total schools during the 2012-13 school year, an increase of 45 schools over the previous school year.



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Memorandum

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 3, 2014

SUBJECT: Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation

RECOMMENDATION: Approve SCTAP funding of \$4,544,892.

Summary

As part of the One Bay Area Grant program, a portion of Priority Development Area (PDA) planning and implementation funds was allocated to the Congestion Management Agencies for local PDA planning and implementation projects. Alameda CTC combined \$3.9 M of federal funds with local Measure B funds to create the Sustainable Communities Technical Assistance Program (SCTAP). The purpose of this funding program is to support PDA planning and implementation, implementation of complete streets policies, and smaller-scale bicycle and pedestrian technical projects. This program is also designed to advance PDAs through planning processes so that they may become ready and eligible for future OBAG funding.

The SCTAP program will support PDA planning and implementation, thereby helping Alameda County to realize the vision of Plan Bay Area, the recently adopted long range regional transportation plan and land use strategy. Plan Bay Area calls for focusing much new development in PDAs which are communities in locally-nominated areas near existing or planned transit that will have a range of mobility options, including walking and biking infrastructure.

In addition to supporting PDA and Plan Bay Area implementation, the SCTAP program will help the Alameda CTC to fulfill an implementation action identified in the Countywide Pedestrian and Bicycle Plans (Action 8.1: Research and develop the best method of offering technical assistance that is simple for local jurisdictions to use and feasible for Alameda CTC to operate).

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA. Alameda CTC staff as well as two additional staff members from MTC and ABAG reviewed applications. Alameda CTC staff then met with project sponsors to address any outstanding questions and in some cases refine a project's scope of work.

The projects recommended for funding are listed in Attachment A. A total of ten different projects are recommended for funding under the PDA planning and implementation and complete streets portion of the program for a requested funding amount of \$4,230,500. Three additional projects are recommended under the bicycle and pedestrian planning and engineering technical support portion of the program for a recommended total funding amount of \$94,600. Projects that were not recommended for funding are listed in Attachment B.

Once the recommended list of projects and funding amounts is approved by the Commission, Alameda CTC staff will then work with project sponsors to select consultants from the qualified list using an RFP process. Work on the recommended projects is expected to commence by summer 2014.

Background

The SCTAP provides significant support to Alameda County jurisdictions in the form of consultant expertise for Priority Development Area (PDA) and Growth Opportunity Area (GOA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The program also includes support for bicycle and pedestrian planning and engineering technical support both within and outside of PDAs and GOAs.

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SCTAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants has been finalized. Once the recommended projects are approved by the Commission, Alameda CTC staff will work with project sponsors to develop and release RFPs to this list.

Fiscal Impact

The recommended funding allocation and available source of funds is summarized below.

Recommended Allocation:	Funding Amount
PDA and Complete Streets Projects	\$4,230,500
Bicycle and Pedestrian Technical Assistance Projects	\$94,600
Subtotal:	\$4,325,100
Alameda CTC Administrative Costs (for duration of program)	\$219,792
Total:	\$4,544,892
Available Funding:	
PDA Planning and Implementation Funds (Federal Surface Transportation Program funds)	\$3,905,000
Measure B Transit Center Development funds	\$545,292
Measure B Bicycle and Pedestrian Safety discretionary funds	\$94,600
Total:	\$4,544,892

The following chart summarizes the projects and funding amounts by planning area for PDA Planning and Implementation and Complete Streets Implementation projects:

Planning Area	Number of PDAs	Projects	Recommended Allocation
North County	17	<ul style="list-style-type: none"> • City of Alameda Clement Ave. Complete Street Corridor • City of Albany Citywide Parking Study • City of Oakland Bikeway Network 2.0 • City of Oakland Comprehensive Downtown Circulation Plan 	\$1,345,500
Central County	12	<ul style="list-style-type: none"> • Central County Complete Streets Implementation • City of Hayward Downtown Specific Plan • City of San Leandro Downtown Parking Management Plan 	\$1,385,000
East County	7	<ul style="list-style-type: none"> • Tri-Valley Integrated Transit/Park and Ride Study • City of Dublin Iron Horse Connectivity to BART Feasibility Study 	\$1,000,000
South County	7	No applications were received.	\$0
Total PDA Planning and Implementation and Complete Streets Funding:			\$4,230,500

Attachments

- A. SCTAP Draft Projects Recommendation
- B. SCTAP Projects not Recommended for Funding

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kara Vuicich](#), Senior Transportation Planner

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Attachment A: SCTAP Draft Projects Recommendation

Priority Development Area (PDA) Planning and Implementation

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
North County					
City of Alameda	Clement Avenue Complete Street Corridor	<p>The project includes the development of conceptual designs, including community outreach, for developing a bikeway along Clement Ave that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.</p> <p>Reason for funding: The review panel recommended this project due to its location and impact on future PDA development and its potential to serve as a model for similar corridors.</p>	\$125,000	\$0	\$125,000
City of Albany	Citywide Parking Study and Plan	<p>The parking study will examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.</p> <p>Reason for funding: Currently, Albany has a voter-mandated parking requirement of 2 spaces per unit. This is a huge impediment to infill development, and the study would specifically seek to address this issue.</p>	\$50,000	\$0	\$50,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Oakland	Bikeway Network 2.0	<p>Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply Assembly Bill No. 2245 to the analysis and environmental clearance of road diet projects.</p> <p>Reason for funding: <i>This project improves multimodal access in Oakland's PDAs and has the potential to serve as a model for other bikeway projects in the county.</i></p>	\$270,500	\$0	\$270,500
City of Oakland	Comprehensive Downtown Circulation Plan	<p>The Comprehensive Downtown Circulation Plan is aimed not only at solving current traffic problems but also to take into consideration traffic generated from significant new planned developments in Oakland and Alameda. The plan will include a comprehensive traffic study for Downtown Oakland that will take into account the changing land use as well as traffic patterns in the area. The analysis, results, and mitigations proposed as part of the traffic study will help shape the final implementation plan Downtown area. Included in the study/plan will be an evaluation of the feasibility of converting</p>	\$900,000	\$0	\$900,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
		<p>one-way streets in downtown Oakland to two-way operation. This study is being coordinated with the I-880/Broadway Jackson project being led by Alameda CTC.</p> <p>Reason for funding: Addressing multimodal circulation issues in Downtown Oakland will facilitate PDA development in both Oakland and the City of Alameda. This project is also directly related to the I-880/Broadway Jackson project; undertaking both projects simultaneously will result in a more comprehensive approach to addressing multimodal circulation issues in the area.</p>			
Central County					
Central County (Alameda County, San Leandro and Hayward)	Central County Complete Streets Implementation	<p>Develop needed procedural documents and facilitate implementation and staff training necessary for a successful complete streets program.</p> <p>Reason for funding: Both the cities of San Leandro and Hayward submitted applications for complete streets implementation. Because many of the major corridors in Central County traverse all three jurisdictions (San Leandro, Alameda County and Hayward), Alameda CTC requested that the three jurisdictions work together jointly on a Central County complete streets implementation project. This work may also serve as a model for other Alameda County jurisdictions pursuing</p>	\$290,000	\$0	\$290,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Hayward	Hayward Downtown Specific Plan	<p>complete streets implementation.</p> <p>Development of a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.</p> <p>Reason for funding: The review panel recommended this project because it strongly meets the objectives for PDA planning and implementation. Furthermore, Hayward is projected to take on a significant amount of housing growth under Plan Bay Area. Alameda CTC recommended that the scope of work be enhanced to more comprehensively address multimodal circulation and access in the downtown area.</p>	\$950,000	\$169,000	\$1,119,000
City of San Leandro	San Leandro Downtown Parking Management Plan	<p>Develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.</p> <p>Reason for funding: The City of San Leandro recently completed its Downtown TOD Strategy and has updated its zoning code to implement the strategy. Developing and implementing a parking management plan will facilitate the full implementation of the strategy and potential development in the Downtown TOD area. This project also leverages a smaller technical assistance grant from MTC.</p>	\$145,000	\$30,000	\$175,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
East County					
Tri-Valley Cities and LAVTA	Integrated Transit/Park and Ride Study	<p>The overarching goal of the study is to reduce VMT and single-occupancy vehicle trips by developing a coordinated transit and park-and-ride strategy for the Tri-Valley. The strategy will also address multimodal travel options, particularly first- and last-mile strategies within the Tri-Valley's PDAs, as well as better management of parking and access to the region's two BART stations. The scope of work has been revised from the original application, but retains the following elements from the original application:</p> <ol style="list-style-type: none"> 1) Tri-Valley Smart Parking Technology Study 2) Pleasanton Park & Ride Study 3) LAVTA Onboard O-D, Modeling and Benchmarking Study 4) I-680 O-D Study <p>Reason for funding: This project is a coordinated effort between LAVTA and the cities of Pleasanton, Dublin and Livermore to improve transit and first- and last-mile multimodal connections to regional transit facilities within PDAs and park and ride lots. Automobile traffic related to BART parking is a significant issue in Tri-Valley PDAs, and better parking management and improvement of first- and last-mile multimodal options will help mitigate the negative impacts of automobile traffic on other travel modes in these areas.</p>	\$700,000	\$217,035	\$917,035

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Dublin	Iron Horse Connectivity to BART Feasibility Study	<p>The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.</p> <p>Reason for funding: This project will address a significant barrier to IHT users and potentially increase bicycling and walking access to the BART Station. It also complements the Tri-Valley Integrated Transit/Park and Ride Study.</p>	\$300,000	\$64,400	\$364,400

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
Countywide					
Countywide	SB 743 Implementation and other CEQA Streamlining Technical Assistance	<p>Provide technical assistance to assist in implementing changes to CEQA required under SB 743 as well as other efforts to streamline CEQA review to facilitate development within PDAs.</p> <p>Reason for funding: The Governor's Office of Planning and Research will issue revised draft CEQA Guidelines this summer that will significantly change how transportation analyses are performed. Jurisdictions are likely to need technical support to implement these changes as well as other CEQA streamlining efforts to facilitate PDA development. Alameda CTC will work with local jurisdictions once the draft CEQA Guidelines are issued to determine technical assistance needs related to implementation.</p>	\$500,000	\$0	\$500,000
TOTAL:			\$4,230,500	\$480,435	\$4,710,935

Measure B Bicycle/Pedestrian Projects Recommended for Funding

Jurisdiction	Project Name	Description	MB Funding	Additional Match	Project Total
City of Albany	Kains St. and Adams St. Bicycle Facility Study	Evaluate the type of bicycle facilities, including contra-flow bicycle lanes, suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave. Reason for Funding: This project is exploring various design strategies to address the need for bicycle facilities along the San Pablo corridor. It has the potential to serve as a model for other jurisdictions faced with similar issues.	\$32,800	\$0	\$32,800
City of Emeryville	Horton St Bicycle and Complete St Design Project	Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Amtrak station covering the area from Powell Street to 62nd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration. Reason for Funding: Potential design solutions could serve as a model for other jurisdictions. Additionally, this project has	\$36,800	\$0	\$36,800

City of Pleasanton	Feasibility Study for Pedestrian and Bicycle Bridges	a significant role in supporting PDA development in Emeryville.				
		Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bicycle and pedestrian bridges. Reason for Funding: By improving connectivity, the trails system has the potential to expand its role in serving commute and other trips in addition to recreational users.	\$25,000	\$25,000	\$50,000	
TOTAL:			\$94,600	\$25,000	\$119,600	

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Item 5.1 Attachment B: SCTAP Projects not Recommended for Funding

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
AC Transit	Major Corridors Study	Study to improve transit on nine corridors that serve and/or link PDAs. Reason for not funding: Alameda CTC is currently working with AC Transit to incorporate the Major Corridors Study into the Countywide Transit Plan.	\$236,000	\$514,000	\$750,000
AC Transit	Update of Designing with Transit	Comprehensive revision of current Designing with Transit manual. Will focus on key design aspects for PDAs and complete streets. Reason for not funding: Some if not many of the elements of the update will be addressed in the Countywide Transit Plan.	\$100,000	\$0	\$100,000
Albany	Solano Ave Concept Design for Complete Streets	Develop a concept design to better address the needs of pedestrians, cyclists, transit, and autos on Albany's primary commercial corridor. Reason for not funding: This is primarily a pedestrian safety project and consequently did not score as well as other complete streets implementation projects.	\$55,600	\$0	\$55,600
Hayward	C St Complete Streets Improvements Project Design	Apply complete streets criteria to C St between Grand and Filbert, connecting the Downtown PDA with the Cannery PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes. Reason for not funding: Elements of this project will be incorporated into the Downtown Hayward Specific Plan.	\$265,000	\$0	\$265,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Hayward	Main St Complete Streets Improvements Project Design	<p>Apply complete streets design to Main St between A and C Sts. in the Downtown PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.</p> <p>Reason for not funding: Elements of this project will be incorporated into the Downtown Hayward Specific Plan.</p>	\$280,000	\$0	\$280,000
Hayward	Complete Streets Implementation Procedures	<p>Develop clear guidance and procedures for implementing complete streets policies in the planning and design phases of projects.</p> <p>Reason for not funding: This project has been incorporated into the Central County Complete Streets Implementation project.</p>	\$100,000	\$0	\$100,000
Livermore	Downtown PDA Parking Management Program (PMP)	<p>The PMP will include a comprehensive set of short-and long-term parking recommendations and strategies to ensure sufficient parking availability for current and future users while also balancing the needs of pedestrians, bicyclists, and transit users. This study will address multimodal access and support higher-intensity, mixed-use development, and affordable housing in the downtown area.</p> <p>Reason for not funding: The City of Livermore has already contracted with a consultant to carry out the scope of work for this project. Under the SCTAP, Alameda CTC is unable to substitute funds for a project that is already underway.</p>	\$185,000	\$14,400	\$199,400

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Piedmont	Complete Streets Policy Implementation	<p>Develop revised street standards and complete streets policy implementation tools and processes.</p> <p>Reason for not funding: Piedmont does not have a PDA and is therefore ineligible for PDA planning and implementation funds. Because of the funding source, Complete Streets Implementation projects completed under SCTAP are restricted to jurisdictions with PDAs.</p>	\$46,300	\$0	\$46,300
Oakland	CEQA Streamlining for PDA and Infill Development	<p>The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs)</p> <p>Reason for not funding: Because the revised CEQA Guidelines have not yet been drafted, it is premature to move forward with this project at this time. To address these needs, \$500,000 is being set aside countywide to address SB 743 implementation and CEQA streamlining needs during the following fiscal year.</p>	\$375,000	\$0	\$375,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	Downtown Oakland PDA Parking Plan	<p>This project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage "park-once" behavior, and incent walking, biking, and transit use in truly multimodal system for getting to and around downtown Oakland.</p> <p>Reason for not funding: Some parking analysis will be conducted as part of the Comprehensive Downtown Oakland Circulation Plan. Alameda CTC is recommending that this project be funded with regional PDA planning funds. This is consistent with MTC and ABAG's emphasis on providing support for areas taking on significant growth under Plan Bay Area.</p>	\$300,000	\$0	\$300,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	RFP for a Transportation Impact Fee Program and a Complete Streets Capital Projects List or Plan	<p>The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program.</p> <p>Reason for not funding: The City of Oakland has already committed \$500,000 from its general fund for development of a transportation impact fee. The review panel recommended that this project receive a low priority because of its focus on developing an RFP as opposed to conducting a study or completing a plan.</p>	\$124,250	\$0	\$124,250
Oakland	Equitable Transportation Infrastructure Investment Tool	<p>The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland.</p> <p>Reason for not funding: Many of the objectives of this project will be addressed through the forthcoming Community Based Transportation Plans update.</p>	\$229,250	\$0	\$229,250

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2014 ALAMEDA COUNTY TRANSPORTATION COMMISSION PUBLIC OUTREACH ACTIVITIES MARCH - NOVEMBER (PLANNED)

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Monday, March 03, 2014	City Council TEP Presentation	City of San Leandro	Council Chambers, Civic Center, 835 East 14th Street, San Leandro, CA	7 - 9pm	Varies
Tuesday, March 04, 2014	City Council TEP Presentation	City of Oakland	Council Chambers, 3rd Floor, Oakland, CA 94612	5:30 - 7:30pm	Varies
Monday, March 10, 2014	City Council TEP Presentation	City of Livermore	Council Chambers, 3575 Pacific Avenue, Livermore, CA	7 - 9pm	Varies
Tuesday, March 11, 2014	City Council TEP Presentation	City of Berkeley	City Council Chambers, 2134 Martin Luther King Jr. Way, Berkeley, CA	7 - 9pm	Varies
Saturday, March 15, 2014	St. Patrick's Day Celebration - 31st Annual	City of Dublin	Dublin Civic Center 100 Civic Plaza Dublin, CA	10 - 5pm	73,000
Saturday, March 15, 2014	Transition Information Faire	Developmental Disabilities Council	College of Alameda 555 Ralph Appezzato Pkwy	9 - 3 pm	100+
Monday, March 17, 2014	Senior Transit Fair	Pleasanton Senior Center	Pleasanton Senior Center 5333 Sunol Blvd.	10 - 1pm	100+
Tuesday, March 18, 2014	City Council TEP Presentation	City of Dublin	City Council Chamber, 100 Civic Plaza, Dublin, CA 94568	7 - 9pm	Varies
Thursday, March 20, 2014	USOAC Annual Convention	USOAC	St. Mary's Center 925 Brockhurst Street Oakland, CA 94608	1 - 2pm	150
Thursday, March 20, 2014	Business Expo	Castro Valley/Eden Area Chamber of Commerce	Transfiguration Catholic Church 4000 E. Castro Valley Blvd Castro Valley, CA	4 - 7pm	200+
Saturday, March 22, 2014	Oakland Running Festival Expo	City of Oakland	Oakland Marriott City Center 1001 Broadway Oakland, CA	9 - 5pm	2000+
Tuesday, March 25, 2014	City Council TEP Presentation	City of Union City	City Hall, 34009 Alvarado-Niles Road, Union City, CA 94587	7 - 9pm	Varies
Thursday, March 27, 2014	City Council TEP Presentation	City of Newark	Council Chambers, 37101 Newark Boulevard, Newark, CA	7:30 - 9:30pm	Varies
Saturday, April 05, 2014	Cinderella Classic - 38th Annual	Valley Spokesman Bicycle Touring Club	Alameda County Fairgrounds, Pleasanton, CA	10 - 5pm	2000
Wednesday, April 09, 2014	Earth Expo - BikeMobile/GRH	ACPWA	Frank H. Ogawa Plaza (in front of City Hall) Oakland, CA	10 - 2pm	2000
Tuesday, April 15, 2014	City Council TEP Presentation	City of Emeryville	1333 Park Avenue, Emeryville, CA 94608	7 - 9pm	Varies
Thursday, April 17, 2014	Senior Health Fair	North Berkeley Senior Center	North Berkeley Senior Center, 1901 Hearst Avenue	10- 3pm	400-500
Saturday, April 19, 2014	Earth Day at Las Positas College	Las Positas College	3033 Collier Canyon Road, Livemore, CA 94551	1- 5pm	250+

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Monday, April 21, 2014	City Council TEP Presentation	City of Piedmont	Council Chambers, 120 Vista Avenue, Piedmont, CA	7:30 - 9:30pm	Varies
Thursday, April 24, 2014	Senior Resource Fair	Albany Senior Center	Albany Senior Center, 846 Masonic Avenue, Albany, CA 94706	10- 1pm	150
Saturday, May 03, 2014	Senior Health and Wellness Resource Fair	Kenneth C. Aitken Senior Center	Kenneth C. Aitken Senior Center; 17800 Redwood Road, Castro Valley, CA 94546	9 - 1 pm	150
Saturday, May 03, 2014	23rd Annual Livermore Wine Country Festival	Livermore Chamber of Commerce	Livermore (Between First Street. Livermore Avenue and O Street)	10am - 6pm	150000+
Monday, May 05, 2014	9th Annual Cinco de Mayo con Orgullo	Ashland Community Center, San Leandro	Ashland Community Center	11 - 3:30pm	3000
Monday, May 05, 2014	City Council TEP Presentation	City of Albany	City Hall, 1000 San Pablo Avenue, Albany, CA 94501	7:30- 9:30pm	Varies
Tuesday, May 06, 2014	City Council TEP Presentation	City of Alameda	City Hall, 2263 Santa Clara Avenue, Alameda, CA 94501 - 3rd Floor Conference Room 391	7 - 9pm	Varies
Thursday, May 08, 2014	Bike to Work Day	City of Oakland EBBC (Energizer Station leads)	Frank Ogawa Plaza	6:45 - 9am	1000+
Thursday, May 08, 2014	Bike to Work Day	City of Dublin EBBC (Energizer Station leads)	Bart Station	6:45 - 9am	1000+
Saturday, May 10, 2014	Spring Festival	Park Street Business Association	Park Street, Alameda CA	10 - 6pm	10000+
Saturday, May 17, 2014	National Kids to the Park Day	City of Emeryville	Doyle Hollis Park (between Hollis/Doyle and 61st/62nd Streets)	11 - 3pm	Varies
Tuesday, May 20, 2014	Consumer Showcase	Pleasanton Chamber of Commerce	Stoneridge Shopping Center (center of the Mall)	11 - 6pm	1000+
Tuesday, May 20, 2014	City Council TEP Presentation	City of Pleasanton	Council Chambers, 200 Old Bernal Avenue, Pleasanton, CA 94566	7 - 9pm	Varies
Saturday, May 31, 2014	Berkeley Farmers' Market - Downtown	Ecology Center	Center Street @ M. L. King, Jr. Way	10 - 3pm	Varies
Sunday, June 01, 2014	Fremont Farmers' Market	Pacific Coast Farmers' Market Association	Bay Street at Fremont Blvd	9 - 1pm	Varies
Tuesday, June 03, 2014	Berkeley Farmers' Market - South Berkeley	Ecology Center	Adeline Street and 63rd Street	2 - 6:30pm	Varies
Wednesday, June 04, 2014	City Center Summer Sounds Concert	City Center	Oakland, City Center	12 - 1pm	Varies
Wednesday, June 04, 2014	Albany Farmer's Market	Ecology Center	Solano @ San Pablo	3 - 7pm	Varies
Friday, June 06, 2014	Four Seasons of Health Expo	Tri-City Elder Coalition and City of Fremont	Fremont Senior Multi-Service Center, 40086 Paseo Padre Parkway, Fremont, CA	9-1 pm	200

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Thursday, June 12, 2014	Berkeley Farmers' Market - North Berkeley	Pacific Coast Farmers' Market Association	Shattuck @ Rose	3 - 7pm	Varies
Saturday, June 14, 2014	San Lorenzo Farmers' Market	Pacific Coast Farmers' Market Association	Hesperian and Paseo Grande	9 - 1pm	Varies
June 20 - July 8, 2014 (Senior Days: 6/21, 6/28 & 7/5)	Alameda County Fair	Wheels/LAVTA	Pleasanton, CA	1 - 5pm	25000
Sunday, June 22, 2014	Temescal Farmers' Market	Urban Village	5300 Claremont	9 - 1pm	Varies
Sunday, June 29, 2014	Montclair Farmer's Market	Urban Village	La Salle Avenue @ Moraga Avenue	9 - 1pm	Varies
Wednesday, July 02, 2014	1st Wednesdays Street Party	Pleasanton Downtown Association	Main Street btw Del Valle Parkway to Bernal Avenue	6 - 9pm	25,000+
Wednesday, July 02, 2014	City Center Summer Sounds Concert	City Center	Oakland, City Center	12 - 1pm	Varies
Wednesday, July 09, 2014	San Leandro Farmers' Market	Pacific Coast Farmers' Market Association	Parrott Street btw E14th Street and Washington Ave.	4 - 8pm	Varies
Saturday, July 12, 2014	Newark 2014 Annual SummerFest	Newark Chamber of Commerce	2086 Newpark Mall Newark, CA 94560	10 - 6pm	5000
Thursday, July 17, 2014	Downtown Hayward Street Parties	Hayward Chamber of Commerce	A & B Street	5:30 - 8:30pm	15000+
Friday, July 18, 2014	Healthy Living Festival	USOAC	Oakland Zoo: 9777 Golf Links Road	8am - 2pm	500+
Saturday, July 26, 2014	PedalFest	Jack London Square, East Bay Bicycle Coalition, Walk Oakland Bike Oakland	Jack London Square	11 - 8pm	20,000
Saturday, July 26, 2014	Alameda Park Street Art & Wine Faire	Park Street Business Association	Park Street, Alameda CA	10 - 6pm	10000+
Saturday, August 02, 2014	Union City Farmers' Market	Pacific Coast Farmers' Market Association	Old Alvarado Park, Smith & Watkins Streets	9 - 1pm	Varies
Saturday, August 02, 2014	Fremont Festival of the Arts - Business Alley	Fremont Chamber of Commerce	State Street btw Capitol Ave & Beacon Street	10 - 6pm	Varies
Wednesday, August 06, 2014	City Center Summer Sounds Concert	City Center	Oakland, City Center	12 - 1pm	Varies
Thursday, August 07, 2014	Healthy Aging Fair	Alameda County Area Agency on Aging	Chabot College Cafeteria (25555 Hesperian Blvd)	10 - 2:30 pm	500
Thursday, August 07, 2014	Livermore Downtown Farmers' Market	Livermore Downtown, Inc.	Carnegie Park 2155 3rd St (btw J & K Streets), Livermore, CA	4 - 8pm	Varies

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Saturday, August 09, 2014	Castro Valley Farmers' Market		Castro Valley BART Station at Redwood Rd & Norbridge Ave	10 - 2pm	
Saturday, August 09, 2014	Black Expo	Bay Area Black Expo	Mills College 5000 MacArthur Blvd Oakland, CA	10 - 7pm	Varies
Wednesday, August 13, 2014	Downtown Hayward Street Parties	Hayward Chamber of Commerce	A & B Street	5:30 - 8:30pm	15000+
Saturday, August 16, 2014	21st Festival of India Festival of Lights - Diwali Mela 2013		39439 Paseo Padre Parkway Fremont, CA 94536 (at Paseo Padre and Walnut Ave.)	11 - 8pm	25,000+
Saturday, August 16, 2014	Hayward Zucchini Festival	Hayward	Kennedy Park, 19501 Hesperian Blvd new A Street, Hayward CA	10 - 8pm	15000
Saturday, August 23, 2014	Oakland Chinatown Streetfest	Oakland Chinatown Chamber of Commerce	388 9th Street, Oakland	10 - 5:30pm	90000
Monday, August 25, 2014	Caltopia 2014	UC Berkeley	UC Berkeley Recreational Sports Facility , 2301 Bancroft Way, Berkeley, CA 94720-4420	10 - 4pm	30,000
Wednesday, September 03, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Thursday, September 04, 2014	Green Scene Fair	City of Pleasanton	Hacienda West 3825-3875 Hopyard Road Pleasanton, CA	6 - 9pm	Varies
Sunday, September 07, 2014	Solano Avenue Stroll	Solano Avenue Association	Solano Avenue in Berkeley	10 - 6pm	20000+
Friday, September 12, 2014	Health Screening and Resource Fair	E. E. Cleveland Manor	2611 Alvingroom Court, Oakland, CA 94605	10 -1pm	100
Saturday, September 13, 2014	9th Annual Ethiopian New Year Celebration	Ethiopian Community and Cultural Center	Mosswood Park, 3612 Webster Street, Oakland, CA 94609	12 - 7pm	2500
Monday, September 15, 2014	5th Annual Health and Wellness Fair	Center for Elders' Independence	Eastmont Town Center, 7200 Bancroft Avenue, Oakland, CA 94605	11 - 3pm	300
Monday, September 15, 2014	Open House and Resource Fair	Mastick Senior Center	Mastick Senior Center, 1155 Santa Clara Avenue, Alameda, CA 94501	1 - 4 pm	300
Friday, September 19, 2014	San Leandro Senior Resource Fair	City of San Leandro	San Leandro Senior Center 13909 E. 14th Street, San Leandro, CA 94578	10 -1 pm	300
Saturday, September 20, 2014	Berkeley Farmers' Market - Downtown	Ecology Center	Center Street @ M. L. King, Jr. Way	10 - 3pm	Varies
Sunday, September 21, 2014	Newark Days Community Information Faire	Newark Community Center	Newark Blvd and Cedar	12 - 4pm	10,000+
Wednesday, September 24, 2014	Kaiser Permanente Oakland Medical Center Employee Transportation Fair	Kaiser Permanente	Kaiser Permanente 280 W. MacArthur Blvd, Conference Room 120B (1200B) Oakland, CA	12 - 3pm	4000 (200 employees)
Wednesday, October 01, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Friday, October 03, 2014	KONO CulturalFest	KoreaTown Oakland, Inc	Telegraph Ave btw 25 - 27th Streets, Oakland, CA	5 - 9pm	Varies
Thursday, October 4, 2014	St. Regis Retirement Center Annual Senior Health Fair	St. Regis Retirement Center	St. Regis Retirement Center, 23950 Mission Blvd., Hayward, CA	11-2 pm	200
Saturday, October 04, 2014	Healthy Lifestyle and Fitness Faire	Newark Senior Center	Newark Community Center	9 - 12pm	200
Saturday, October 04, 2014	Senior Info Fair	Dublin Senior Center	Dublin Senior Center, 7600 Amador Valley Boulevard, Dublin, CA 94568	10 - 2pm	300
Saturday, October 04, 2014	Oaktoberfest/ BikeMobile	Dimond District Association	Dimond District	11 - 6pm	10,000+
Saturday, October 04, 2014	Science in the Park - BikeMobile	City of Hayward	Alden E. Oliver Sports Park, 2580 Eden Park Place Hayward, CA	9 - 4pm	5,000+
Monday, October 06, 2014	Business Expo - 4th Annual Hayward Chamber of Commerce	Hayward Chamber of Commerce	St. Rose Hospital 27200 Calaroga Ave Hayward, CA	4:30 - 7:30pm	Varies
Wednesday, October 08, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Sunday, October 12, 2014	Albany Farmer's Market	Ecology Center	Solano @ San Pablo	3 - 7pm	Varies
Sunday, October 12, 2014	Sunday Streets Berkeley	Livable Berkeley	Downtown Berkeley	11 - 4 pm	43,000
Wednesday, October 15, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Sunday, October 19, 2014	Wheels for Meals Ride - 6th Annual	Alameda County Meals on Wheels	Shadow Cliffs Regional Park (Lakeside Picnic Area) 2500 Stanley Boulevard Pleasanton, CA	10:30 - 4 pm	1200
Sunday, October 19, 2014	Montclair Farmer's Market	Urban Village	La Salle Avenue @ Moraga Avenue	9 - 1pm	Varies
Wednesday, October 22, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Thursday, October 23, 2014	Newark Senior Center Senior Health Fair	Newark Senior Center	Newark Senior Center, 6800 Mowry Avenue, Newark, CA	9-12 pm	200
Thursday, October 23, 2014	Older Adult Transportation Resource Fair	Pool of Consumer Champions of Alameda County Behavioral Health Care Services	333 Hegenberger Road, 6th Floor, Monterrey Room, Oakland, CA 94621	10 - 1pm	200
Thursday, October 23, 2014	Berkeley Farmers' Market - North Berkeley	Pacific Coast Farmers' Market Association	Shattuck @ Rose	3 - 7pm	Varies
Sunday, October 26, 2014	Temescal Farmers' Market	Urban Village	5300 Claremont	9 - 1pm	Varies

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Tuesday, October 28, 2014	Berkeley Farmers' Market - South Berkeley	Ecology Center	Adeline Street and 63rd Street	2 - 6:30pm	Varies
Wednesday, October 29, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Saturday, November 01, 2014	Dia de los Muertos/ BikeMobile	Unity Council	Fruitvale Village and BART parking Lots 12th St. btw 33rd and 37th Streets, Oakland, CA	10 - 5pm	60,000+

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	1
5	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	0
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	2
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
11		Vacancy			Alameda County Supervisor Nate Miley, District 4				

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DRAFT Meeting Schedule for 2013-2014 Fiscal Year
Updated March 5, 2014

	Meeting Date	Meeting Purpose
1	October 17, 2013	<ul style="list-style-type: none"> • CDF Grants: Amendment requests and sponsor presentations, as needed (Info) <ul style="list-style-type: none"> ○ City of Fremont Tri City Senior Walk Club ○ City of Dublin Alamo Canal Trail ○ City of Oakland Lakeshore/Lake Park Complete Streets ○ Semi-Annual Progress Reports • Review of SCTAP Applications received • Update on Complete Streets Implementation workshop • Countywide Bicycle and Pedestrian Plan Implementation Update (Info) • Organizational Meeting (Continued from June meeting): <ul style="list-style-type: none"> ○ Review Schedule for 13/14 BPAC Meetings and discuss regular meeting dates (Info) ○ Election of Chair & Vice-Chair for FY 13/14 (Action) ○ Review Bylaws (Info/Action)
2	January 9, 2014	<ul style="list-style-type: none"> • Bylaws and guidelines for input on projects at scoping and environmental review phases (Info) • Status report on Alameda County SR2S and Bike Safety Education programs (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed (Info) <ul style="list-style-type: none"> ○ East Bay Bicycle Coalition Bike Safety Education
3	April 10, 2014	<ul style="list-style-type: none"> • BPAC Project Review Guidelines (Action) • Update on Sustainable Communities Technical Assistance Program (SCTAP) (Info) • Review TDA Article 3 Projects (Info) • Review FY 12/13 Performance Report (Info) • Review 2013 Bicycle and Pedestrian Counts (Info) • Update on Bike to Work Day Planning and Funding • CDF Grants: Amendment requests and sponsor presentations, as needed
4	July 10, 2014	<ul style="list-style-type: none"> • Measure B and Vehicle Registration Fee (VRF) Annual Program Compliance Reports for FY 2012/2013 (Info) • FY 12/13 Measure B Pass-Thru Fund Analysis (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed • Organizational Meeting: <ul style="list-style-type: none"> ○ Distribute BPAC Action Log: FY 13/14 (Info) ○ Presentation on Bike/Ped Work Program for 14/15 (Info) ○ Schedule for 14/15 BPAC Meetings (Info) ○ Election of Chair & Vice-Chair for FY 14/15 (Action) ○ Review Bylaws (Action)

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