



Alameda County Transportation Commission
meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, June 13, 2011, 11:00 A.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

Marshall Kamena, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Greg Harper

Vice Chair:

Olden Henson

Members:

Mark Green

Keith Carson

Marshall Kamena

Scott Haggerty

Jennifer Hosterman

Joyce Starosciak

Staff Liaisons:

Beth Walukas, Tess Lengyel

Executive Director: Arthur L. Dao

Interim Clerk of the Commission: Gladys V. Parmelee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 Pledge of Allegiance

2 Public Comment

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

3 Consent Calendar

3A. Minutes of May 9, 2011 – **page 1**

A

3B. Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – **page 7**

A

4	Planning	
4A.	Approval of 2011 Congestion Management Program (CMP): CMP Roadway Network – page 23	A
4B.	Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans – page 29	I
4C.	Presentation of Results on San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) Project – page 35	I
4D.	Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information – page 49	I
5	Legislation and Policy	
5A.	Legislative Update – page 61	A
6	Committee Member Reports	
7	Staff Reports	
8	Adjournment/Next Meeting: July 11, 2011	

Key: A- Action Item; I – Information Item; D – Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee.

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

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

Glossary of Acronyms

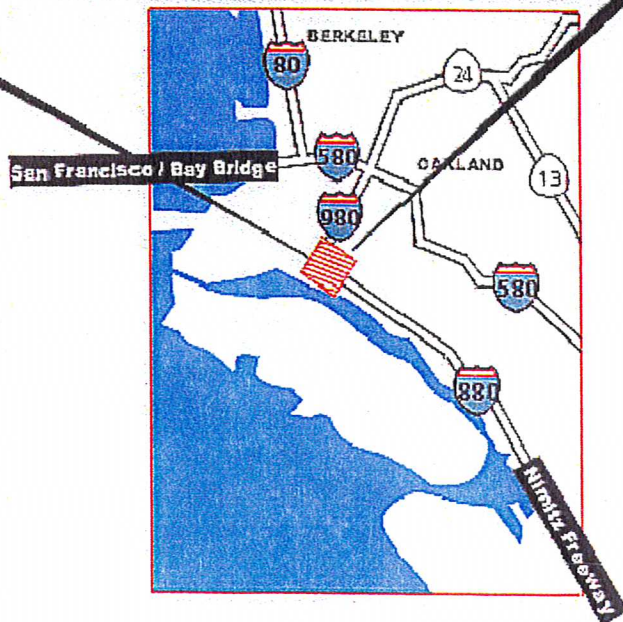
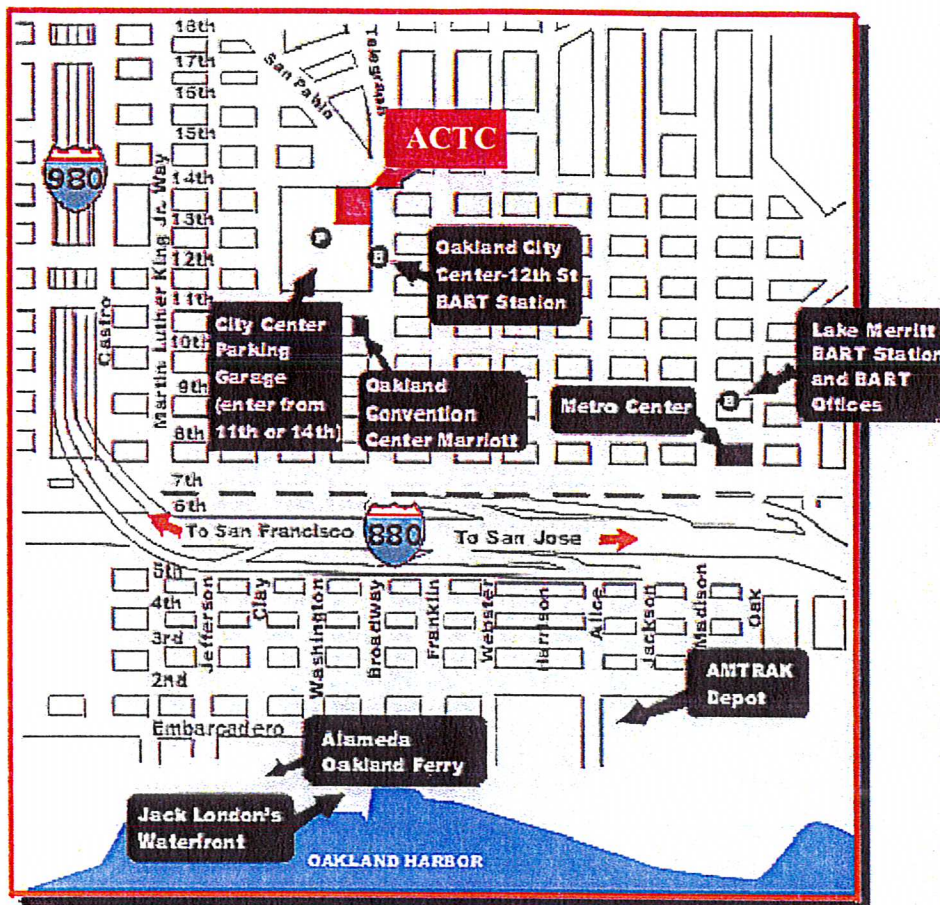
ABAG	Association of Bay Area Governments	MTS	Metropolitan Transportation System
ACCMA	Alameda County Congestion Management Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI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

ALAMEDA

County Transportation Commission

ACCM A ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:

Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

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



**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF MAY 9, 2011**

Chair Greg Harper convened the meeting at 11:18 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of April 11, 2011

3B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions

A motion to approve the consent calendar was made by Mayor Kamena; a second was made by Mayor Hosterman. The motion passed 7-0.

4. PLANNING

4A. Approval of Guaranteed Ride Home Program Annual Evaluation

Diane Stark requested the Committee to recommend that the Commission approve the 2010 Annual Evaluation Report for the Guaranteed Ride Home (GRH) Program, including the following recommendations for next year's program: (1) Continue operations and marketing, including maintaining the website, monitoring car rental requirements, and conducting employee and employer surveys; (2) Continue to market the reduced minimum employee per employer requirement; (3) Implement new program-wide marketing strategies, including co-marketing and social media marketing; (4) Rebrand the GRH Logo and Website to be consistent with the Alameda CTC website; (5) Promote the GRH Program to School Districts by coordinating with Alameda County Safe Routes to School Program; and (6) Continue research/planning to expand the GRH Program in Alameda County into a comprehensive Transportation Demand Management Programs as part of the Alameda Countywide Transportation Plan Update. A motion to approve staff recommendation was made by Director Harper; a second was made by Mayor Kamena. The motion passed 8-0.

4B. Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Project and Program Submittal List

Beth Walukas requested the Committee to recommend that the Commission: (1) Approve the list of programmatic categories with example projects and programs identified and the draft list of projects as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment; and (2) Direct staff to forward both the programmatic and project list to MTC by the May 27, 2011 deadline. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Hosterman. The motion passed 8-0.

4C. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP) Information

Beth Walukas provided an overview of RTP and relationship to Countywide Planning processes. She said that CWTP feeds projects and programs of regional significance into the RTP, supports the goal of the RTP/SCS; and integrates land use and transportation at the countywide level. She summarized the Call for Projects and Programs processes and outcomes. She discussed Alameda CTC's roles and responsibilities in the Call for Projects and also said that Alameda CTC used the Call for CWTP and TEP. She informed the Commission that staff will submit the final lists to MTC on May 27 after the full Commission adopts the final lists on their May 26th meeting. She added that staff will present CWTP evaluation results in July, conduct a second evaluation in August based in Steering Committee recommendations, present the first draft of CWTP and preliminary TEP projects and program lists in September, and have the second round of outreach and polling in October/November. This item was for information only.

4D. 2011 Congestion Management Program (CMP) Update:

4D.1 Presentation on Community Design and Transportation (CDT) program by Santa Clara Valley Transportation Authority (VTA)

Chris Augenstein of VTA made a presentation on CDT program. She discussed the key concepts of CDT and the CDT program structure. This item was for information only.

4D.2 Presentation on Automobile Trip Generated (ATG) measure for assessing transportation impacts by San Francisco County Transportation Authority (SFTA)

Tilly Chang of SFTA of made a presentation on ATG measure for assessing transportation impacts. She said that the ATG is an alternative to LOS for environmental impact measurement. She also said that the revised CEQA Guidelines support ATG. She discussed ATG measure and mitigation approach. This item was for information only.

5 LEGISLATION AND POLICY

5A. Legislative Program Update - Approval of Legislative Positions

Tess Lengyel requested the Committee to recommend that the Commission approve positions on the following bills:

- Support AB 1134 (Bonilla): Department of Transportation. Project Study Reports.
- Support AB 892 (Carter): Department of Transportation: environmental review process: federal pilot program.

She gave an update on AB 1086 (Wieckowski), Transactions and use taxes: County of Alameda. This bill is sponsored by the Alameda CTC and it was heard in the Assembly Revenue and Taxation Committee on May 2, 2011. On the Surface Transportation Bill, she stated that both House Transportation and Infrastructure Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by late spring and early summer. The debates on the bill will also address the President's proposed \$556 billion six-year authorization bill, which does not have identified funding mechanics, but which included doubling the commitment to transit over the prior reauthorization; increased the highway program by 48 percent over current levels; and included funds for high speed and passenger rail systems, sustainable communities and innovative infrastructure funding and planning proposals.

A motion to approve staff recommendation was made Councilmember Henson; a second was made by Supervisor Haggerty. The motion passed 7-0.

6 STAFF AND COMMITTEE MEMBER REPORTS

There were no reports from Committee members and staff.

7 ADJOURNMENT/NEXT MEETING: JUNE 13, 2010

The meeting was adjourned at 1:45 p.m.

Attest by:

Gladys V. Parmelee
Office Supervisor and Interim Clerk of the Commission



PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

May 9, 2011

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit	<i>GH</i>	Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward	<i>OH</i>	Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1	<i>SH</i>	Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5	<i>MC</i>	Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore	<i>AK</i>	Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton	<i>JH</i>	Robert Franklin - BART	
Joyce Starosciak – City of San Leandro	<i>JS</i>	Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City	<i>MG</i>	Emily Duncan – City of Union City	
LEGAL COUNSEL			
Zack Wasserman – WRBD		<i>RZL</i>	
Neal Parish – WRBD			
Geoffrey Gibbs - GLG		<i>GTG</i>	
STAFF			
Arthur L. Dao – Executive Director		<i>ALD</i>	
Gladys Parmelee – Office Supervisor & Interim Clerk of the Commission		<i>GP</i>	
Beth Walukas – Deputy Director of Planning		<i>BW</i>	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation		<i>TL</i>	
Victoria Winn – Administrative Assistant			

STAFF	Initials	STAFF	Initials
Patricia Reavey - Director of Finance		Arun Goel – Project Controls Engineer	AKG
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming	MT	Linda Adams – Executive Assistant	
Ray Akkawi – Manager of Project Delivery		Jacki Taylor – Programming Analyst	
Saravana Suthanthira - Senior Transportation Planner	SS	Laurel Poeton – Assistant Transportation Planner	LP
Diane Stark -Senior Transportation Planner		Claudia Leyva – Administrative Assistant	
Vivek Bhat – Senior Transportation Engineer	VB	John Hemiup – Senior Transportation Engineer	
Liz Brazil – Contract Compliance & Outreach Analyst		Steve Haas – Senior Transportation Engineer	
		Frank Furger, Executive Director, I-680 JPA	
		James O'Brien	JO

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Dawn Argula	Alameda Co. SOS #1	925-551-6995	dawn.argula@acso.org
2. CHRIS ALLENSTEIN	VTA	408-321-7023	chris.allenstein@vta.org
3. Christina Ramos	Alameda CTC	(408) 209-8416	cramos@alamedactc.org
4. Tilly Chang	SFOCTA	415-522-4832	tilly.chang@sfocta.org
5. Nathan Londa	ACTransit	510-891-4792	nlonda@actransit.org
6. Bob Vinn	Livermore	925-960-4516	bgvinn@ci.livermore.ca.us
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Memorandum

DATE: June 2, 2011
TO: Planning, Policy and Legislation Committee (PPLC)
FROM: Laurel Poeton, Assistant Transportation Planner
SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions**

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In May of 2011, staff reviewed six NOPs, GPAs and EIRs. Comments were submitted on four of them and are attached.

Attachments

- Attachment A – Comment letter for Proposed Amendments to the Broadway/MacArthur/San Pablo Redevelopment Plan in the City of Oakland
- Attachment B – Comment letter for Mission Boulevard Corridor Specific Plan
- Attachment C – Comment letter for City of Pleasanton, Housing Element Update
- Attachment D – Comment letter for Highland Hospital Acute Tower Replacement Project

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May 6, 2011

Ulla-Britt Jonsson
240 Frank H. Ogawa Plaza Suite 3315
Oakland, CA 94612
UJonsson@Oaklandnet.com

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for Proposed Amendments to the Broadway/MacArthur/San Pablo Redevelopment Plan in the City of Oakland

Dear Ms. Jonsson:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Oakland. The Project Amendment Area covers approximately 150 acres in North Oakland. Generally between 67th Street to the north, 53rd Street to the south, San Pablo Avenue to the west, and Adeline and Market streets to the east. The north and south borders of the Amendment Area are defined by the city borders of Emeryville and Berkeley. The 3 proposed Amendments are:

- Expand Project Area boundaries to include the 1,300 parcels and 150 acres that is Lowell/Gaskill neighborhood. It would include redevelopment along Lowell Street and Stanford Avenue and include streetscape improvements, right-of-way adjustments, building renovations, and new housing, live/work, industrial incubator, and/or commercial development consistent with the existing HBX Housing and Business Mix Zone and General Plan land use designation
- Renew eminent domain authority for the Redevelopment Plan to extend beyond 2012
- Increase bonding capacity cap to finance proposed redevelopment activities in the Amendment Area without drawing from existing bonding capacity

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 1, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda

County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Oakland and the ACCMA signed a Countywide Model Agreement on November 16, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of Oakland in the project study area are; Grand Avenue, Broadway, Telegraph, Shattuck, Adeline, 51st Avenue, College Avenue, Powell, Rte. 24, I-580 and I-980.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board in October 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>.
- The Alameda Countywide Strategic Pedestrian Plan, developed by the Alameda County Transportation Improvement Authority (ACTIA), was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Plan is available at http://www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7415 if you require additional information.

Sincerely,



Beth Walukas, Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2011

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May 13, 2011

Mr. Erik Pearson
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Comments on the Notice to Preparation (NOP) for the Mission Boulevard Corridor Specific Plan

Dear Mr. Pearson:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Hayward. This project consists of a Specific Plan which includes a Form-Based Code and Economic Strategy covering properties along the northern portion of the Mission Boulevard Corridor from Harder Road to the northern City limit with the exception of the Downtown. The project area comprises approximately 600 parcels on 240 acres and has a total length.

From the information submitted in the NOP for the DEIR, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the existing general plan. Please include information in the DEIR that shows the number of trips that would be generated with the project compared to the existing general plan.

If the project would generate more than 100 p.m. peak hour trips, the Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Hayward adopted Resolution No. 92-269 on September 22, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Hayward and the ACCMA signed a Countywide Model Agreement on December 3,

2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 3). The MTS roads in the city of Hayward located in the project study area are; Rte. 238, Rte 92, I-880, Mission Boulevard, Hesperian Boulevard, Foothill Boulevard, A Street, B Street, Winton Avenue, Jackson Street, Harder Road, Tennyson Road, and Industrial Parkway.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should

address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plan, which were approved in 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

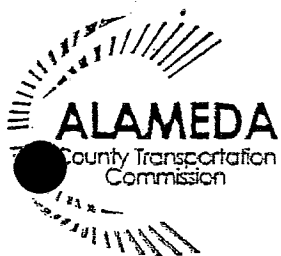
Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

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May 13, 2011

Ms. Janice Stern
Planning Manager
Community Development Department
P.O. Box 520
Pleasanton, CA 94566-0802

SUBJECT: Comments on the Notice to Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and Public DEIR Scoping Session for PGPA-17: City of Pleasanton, Housing Element Update.

Dear Ms. Stern:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Pleasanton. This project consists of an update to the City's General Plan Housing Element to meet the City's share of housing needs for all economic segments of the community as identified in the Regional Housing Needs Allocation (RHNA). The primary revision to the Housing Element is an expansion of the inventory of land available for the production of housing to accommodate 3,277 new housing units within the City of Pleasanton through 2014. Some of the sites currently under consideration to accommodate the new housing allocation may require General Plan Amendments or rezoning to allow for multi-family housing. In addition to adding housing sites, the Housing Element Update will also recommend some changes and additions to the Goals, Policies and Programs related to housing.

From the information submitted in the NOP for the DEIR, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the existing general plan. Please include information in the DEIR that shows the number of trips that would be generated with the project compared to the existing general plan.

If the project would generate more than 100 p.m. peak hour trips, the Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Pleasanton adopted Resolution No. 92-135 on July 7, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Pleasanton and the ACCMA signed a Countywide Model Agreement on May 25, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 5). The MTS roads in the city of Pleasanton located in the project study area are; I-580, I-680, Rte. 84, Foothill Boulevard, Hopyard Road, Santa Rita Road, Sunol Boulevard, Kitty Hawk Road, Isabel Avenue, Stoneridge Drive, Las Positas Boulevard, Bernal Avenue, 1st Street, and Stanley Boulevard.

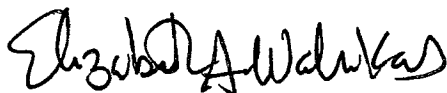
- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

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May 13, 2011

Ms. Ann Ludwig
Medical Facilities Development Program Manager
County of Alameda, General Services Agency
1401 Lakeside Drive
Oakland, CA 94612

SUBJECT: Comments on the Supplemental Environmental Impact Report (SEIR) for the Highland Hospital Acute Tower Replacement Project

Dear Ms. Ludwig:

Thank you for providing the Alameda County Transportation Commission the opportunity to review the Supplemental Environmental Impact Report (SEIR) for the County of Alameda Highland Hospital Acute Town Replacement Project.

The Traffic Circulation part of the SEIR stated that the changes in the Project represented by the detailed design plans for the Acute Care Tower will not change any of the prior conclusions of the 2008 EIR regarding traffic impacts at study area intersections, will have no adverse effects on alternative modes of travel, and will not adversely affect parking.

Based on our review of the DEIR on April 10, 2008, and as stated in our NOP response letter dated April 30, 2007, the project, including construction, would generate less than 100 p.m. peak hour trips compared with the trips generated by the current facilities located on the project site. Since the Congestion Management Program (CMP) Land Use Analysis Program compliance is required only if a project generates 100 or more p.m. peak hour trips *above existing* conditions, this project is exempt from the Land Use Analysis Program of the CMP.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth Walukas". The signature is fluid and cursive.

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

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Memorandum

DATE: June 6, 2011

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Senior Transportation Planner

SUBJECT: Approval of 2011 Congestion Management Program (CMP) Roadway Network

Recommendations

It is recommended that the Commission approve the list of new additional CMP roadways in the attached Table 1– New Roadways Identified for Tier 2 for the supplemental CMP roadway network and the policy for giving funding priority for deficient CMP segments.

Summary

Alameda CTC is in the process of updating the Congestion Management Program (CMP) and the updated 2011 CMP is scheduled to be adopted in September/October 2011. In April 2011, the Commission discussed options for adding principal arterial roadways to the CMP network and approved the intent to develop a policy for giving funding priority for CMP segments declared as deficient based on the LOS Monitoring results. The Commission approved an option that applies a set of approved qualitative criteria to identify the principal arterial roadways that would be added to the CMP network. These additional roadways will form a Tier 2 or supplemental network and will be monitored for informational purposes only during the Level of Service Monitoring studies similar to how the morning period LOS data collection is currently used. The criteria for adding roadways to the CMP network will be periodically reviewed and updated by the Commission. Staff applied the criteria approved at the April meeting and identified a list of new roadways for the Tier 2 roadway network. ACTAC is requested review and provide input on the new roadways identified and on the policy for giving funding priority to deficient CMP segments. ACTAC's comments will be conveyed to the Planning, Policy and Legislation Committee and the Commission. Upon approval by the Commission and starting with the 2012 LOS Monitoring Study, data collection will begin on these roadways for biennial monitoring and Chapters 2-Designated Roadway System and 8 - Conformance, Monitoring and Deficiency Plans will be updated.

Discussion

Since the adoption of CMP network in 1991, there have been significant changes to the land use and transportation patterns across the county. However, the CMP network has not been expanded to reflect these changes with the exception of adding Hegenberger Road between I-880 and Doolittle Drive near Oakland Airport. Therefore, the 2009 CMP Update included an action item that the CMP network and criteria for including roadways on the CMP network will be reviewed during the 2011 update, and the network will be accordingly updated.

In line with the action item recommended in the 2009 CMP, in April 2011, staff presented the following two options to the Alameda CTC Committees and the Commission for determining how new roadways (principal arterials) should be added to the CMP roadway network:

Option 1 – Re-evaluate original 30,000 average daily traffic threshold criteria and apply the new criteria to identify new roadways

Option 2 – Develop a two-tiered roadway network based on a set of qualitative criteria. The first tier would be the existing CMP network and the second tier would consist of roadways identified using the qualitative criteria. This second tier network would form a supplemental network that would be monitored for informational purposes only (similar to how the a.m. peak period is monitored now) and would not be used in the conformity findings process. The qualitative criteria policy would be reviewed and updated periodically.

The Commission approved Option 2 for determining how new principal arterials will be added to the network and for periodically reviewing the criteria to verify applicability and appropriateness.

Qualitative Criteria to develop a two-tiered roadway network

The qualitative criteria for developing the two tiered CMP roadway network approved by the Commission is presented below. Three criteria were suggested to determine whether a roadway is included on the supplemental roadway network. These criteria are based on San Francisco County Transportation Authority's (SFCTA) criteria for their CMP network:

1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways
2. Routes of jurisdiction-wide significance with varying capacity that are not on the existing CMP network
3. Streets that experience significant conflicts between auto traffic and transit service

Roadways that meet at least two of the above three criteria will be added to the Tier 2 network. By applying these criteria, staff has identified the roadways shown in the attached Table 1 – New Roadways Identified for Tier 2 CMP Network.

Policy for giving funding priority for deficient CMP segments

The Commission at its April 2011 meeting also approved the intent to develop a policy for giving funding priority to CMP segments declared deficient based on the LOS Monitoring results. Accordingly staff has developed the following policy:

- When a CMP roadway is declared deficient based on the LOS Monitoring study results, funding for an appropriate portion if not the complete improvement to implement one of the action plan components of the adopted deficiency plan will be considered a priority for funding in the subsequent Countywide Transportation Plan and Congestion Management Plan Capital Improvement Program.

Fiscal Impact

None

Attachment

Attachment A: Table 1 – New Roadways Identified for Tier 2 CMP Network

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Table 1 - New Roadways Identified for Tier 2 CMP Network

Route	From	To	Jurisdiction	Criteria	Distance (miles)
Planning Area 1					
Grand Avenue and W. Grand Avenue	I-80	I-580	Oakland	1,2	TBD
Broadway	I-880	I-580	Oakland	2,3	1.7
Telegraph Avenue*	SR 24	Bancroft in UC Village	Oakland, Berkeley	2,3	2.5+
12th Street - Lakeshore Avenue	I-980	I-580	Oakland	1,2,3	TBD
Powell Street-Stanford Avenue*	I-80	MLK Jr. Way/ Adeline Street	Emeryville, Berkeley	1,2	TBD
High Street	I-880	I-580	Oakland	1,2	TBD
Planning Area 2					
Crow Canyon Road	I-580	Contra Costa Countyline	Alameda County	1,2	7.0
Winton Avenue	Clawiter Avenue	SR 92/Jackson Street	Hayward	1,2	TBD
A Street	SR 238	I-580	Hayward	1,2	TBD
Grove Road	A Street/Redwood Road	I-580	Hayward		1.0
Hesperian Boulevard-Union City Blvd.*	Hesperian Boulevard /Tennyson Road	Smith Street	Hayward, Union City	1,2	TBD
Planning Area 3					
Fremont Boulevard	I-880 @ Alvarado Blvd/ Fremont Blvd.	I-880 interchange south of Automall Parkway	Fremont	1,2	10.0+
Automall Parkway	I-880	I-680	Fremont	1,2	1.9
Planning Area 4					
Vasco Road	I-580	Contra Costa Countyline	Livermore	1,2	5.7
1st Street	Isabel Ave.	Inman Street (connecting I-580)	Livermore	1,2,3	TBD
Stoneridge Drive	I-680	Santa Rita Road	Pleasanton	1,2	TBD
Sunol Blvd.- 1st Street- Stanley Blvd.	I-680	Isabel Ave.	Pleasanton	1,2	TBD
Dublin Blvd.	I-680	Tassajara	Dublin	1,2	TBD
Note * denotes that roadway traverses more than one jurisdiction					
Criteria Applied:					
1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways					
2. Routes of county-wide significance with varying capacity that are not on the existing CMP network					
3. Streets that experience significant conflicts between auto traffic, transit service and bikes and pedestrian					

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DATE: May 31, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans

Recommendations

It is requested that the Committee provide input on the proposed Bicycle and Pedestrian Plans draft vision and priority capital projects networks for the Alameda Countywide Bicycle and Pedestrian Plans updates. Comments are due Friday, June 17, 2011. ACTAC will be considering this item at its June 7, 2011 meeting.

Summary

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

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

Background

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

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

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

Vision Networks

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

Proposed Bicycle Vision Network

The Vision Network includes:

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

Proposed Pedestrian Vision Network

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

1. Access to major public transit, including bus corridors, rail stations and ferry terminals of countywide significance. Specifically, pedestrian projects that improve access to transit within one half mile walking distance of the transit stop/station.
2. Access to and within activity centers, including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks.
3. Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas

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

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

Prioritization Overview

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

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

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

Proposed 2012 Prioritization Approach

Proposed Priority Bicycle Network

The Priority Network includes:

1. Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
2. Access to transit: Half the length of the “vision” bikeway routes radiating in the four cardinal directions from transit, i.e., within one-half mile in north county, 3/4-mile in central county and one mile in south and east county.

3. Access to downtowns and major commercial districts: Half the length of “vision” bikeway routes radiating out from the downtowns and major commercial districts, i.e., within 1.5 miles.
4. Bicycle projects identified in the Community-Based Transportation Plans.

Proposed Priority Pedestrian Network

The Priority Network includes:

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

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

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

Input requested

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

Bicycle Plan Maps

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

7. Are the communities of concern well served by this network? Specifically, there are three communities of concern in which we are unsure of the best bikeway routes to reach the closest downtowns: West Oakland, Hayward/Union City and Fremont/Newark.

Pedestrian Plan Maps

8. Does this prioritization approach seem reasonable and will it help increase walking in the county?
9. Are there any major activity centers missing?
10. Are the communities of concern well served by this network?

Additional Input to the Plans

Staff and the Plans Updates consultant has been attending local BPAC meetings in May and will continue to attend in June 2011 to bring the proposed vision and prioritized networks approaches for public input. These meetings will be advertised to all nearby BPACs, advocacy groups and the public. A web page with information about the plan updates process is available at: www.tinyurl.com/ACBikePedPlans. Please share this web link with others who may be interested.

Next Steps

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

Fiscal Impact

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

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DATE: May 31, 2011

TO: Planning, Policy and Legislation Committee

FROM: Diane Stark, Senior Transportation Planner

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

Recommendation

This is an information item. A presentation will be made on the results of the study conducted for the City of San Leandro as part of the Transit Oriented Development Technical Assistance Program (TOD TAP). ACTAC will be considering this item at its June 7, 2011 meeting.

Summary

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

Background

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

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

Attachment

Attachment A: Best Practices for Transit Center Design

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Best Practices for TRANSIT CENTER DESIGN



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

INTRODUCTION

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

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

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

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



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

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

OVERVIEW OF DESIGN PROCESS

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

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

the goals and objectives set during the planning process.

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

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

7. Select the design alternative that best meets the criteria for users and stakeholders of the transit center.
8. Refine the conceptual transit center plan to develop consensus between stakeholders.

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

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



TRANSIT CENTER PLANNING

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

Planning Process

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

Starting the Planning Process

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

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

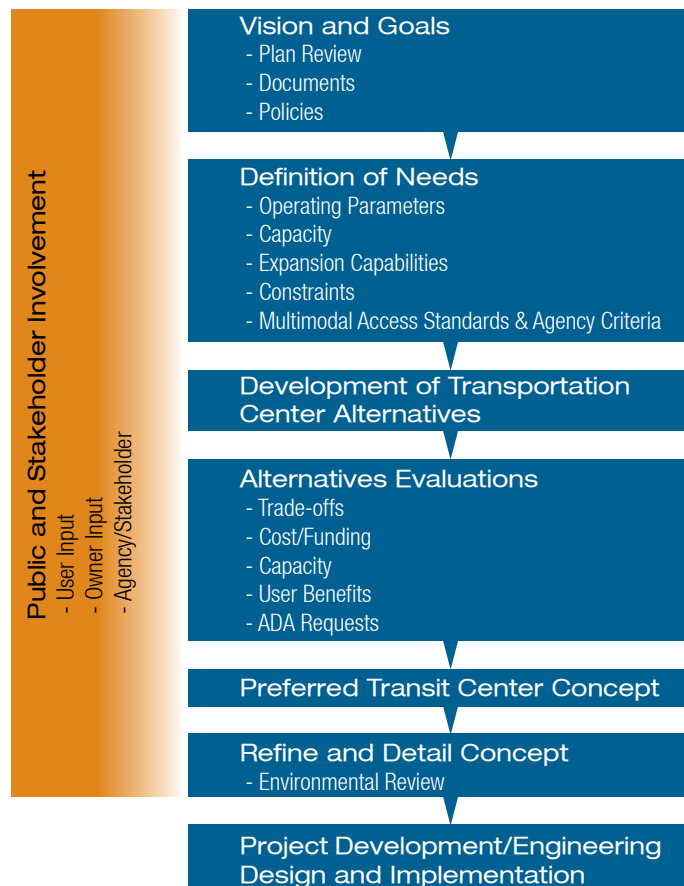
Prior to starting the planning outreach and effort, ensure that the city in which the station is located is involved. Their involvement will help facilitate future integration with transit-oriented development around the transit center, which will help all stakeholders involved.

Understanding User and Stakeholder Needs

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

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

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



Vision and Goals

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

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

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

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

Developing Evaluation Criteria

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

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



Developing Alternatives

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

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

the facility from surrounding neighborhoods.

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

BART Planner

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

Transit Service Provider

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

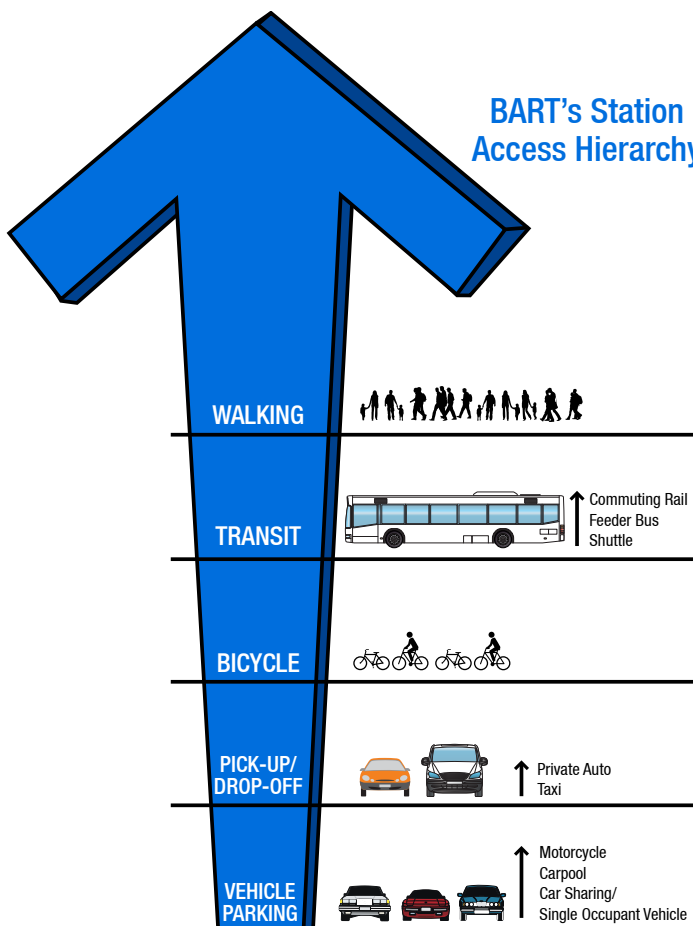
City Traffic Engineer

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

City Planner

- Provide multiple pedestrian and bicycle access points into

BART’s Station Access Hierarchy



TRANSIT CENTER DESIGN

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

Passenger Orientation, Circulation, and Safety

- Locate station facilities (e.g.

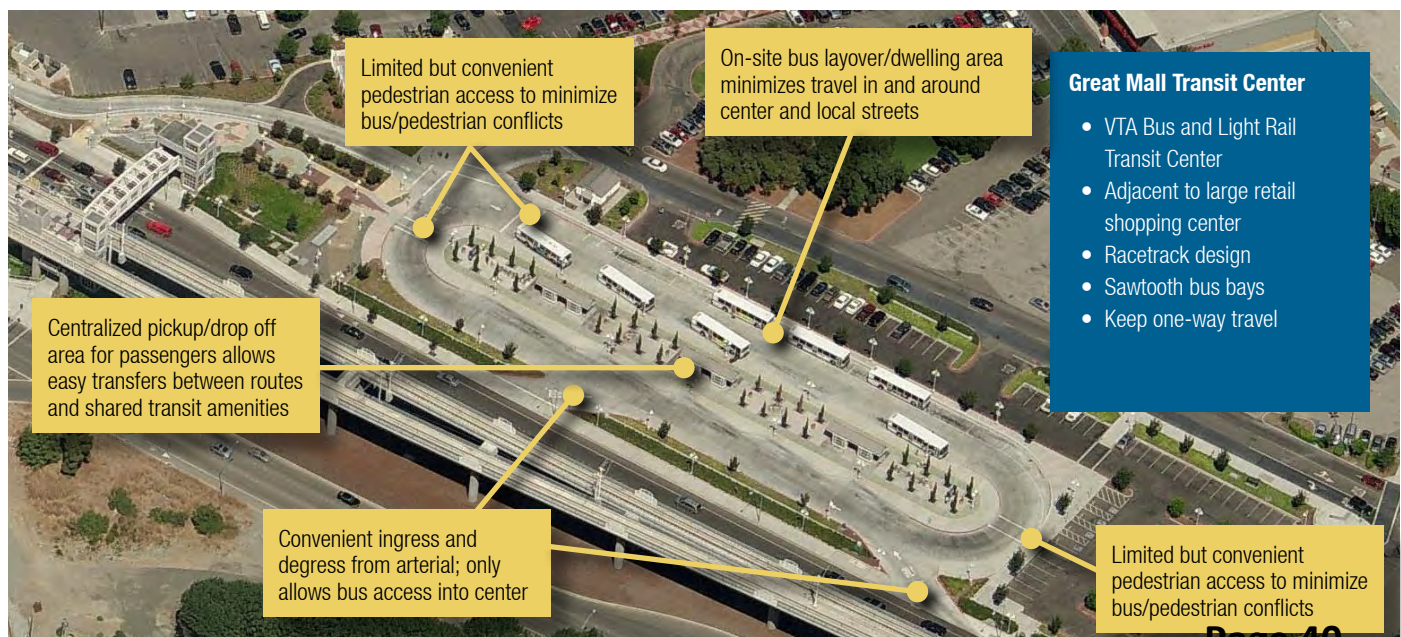
ticketing, gates, customer service etc.) in a logical progression to enhance operation efficiency and minimize passenger confusion.

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

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

Transit Interface – Safe and Accessible

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



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

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

Path of Travel – Accessible

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

porcelain, or fiberglass.

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

requirements specified by the ADA.

Crosswalks

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



TRANSIT CENTER DESIGN (cont.)

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

On-Site Amenities

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

Bicycle Accommodation

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

and paths outside of the station area.

Off-Site Station Visibility and Design

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

Drop-Off and Pick-Up Areas

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

ACKNOWLEDGMENTS AND ADDITIONAL READING

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

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

Locate parking for different users

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

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

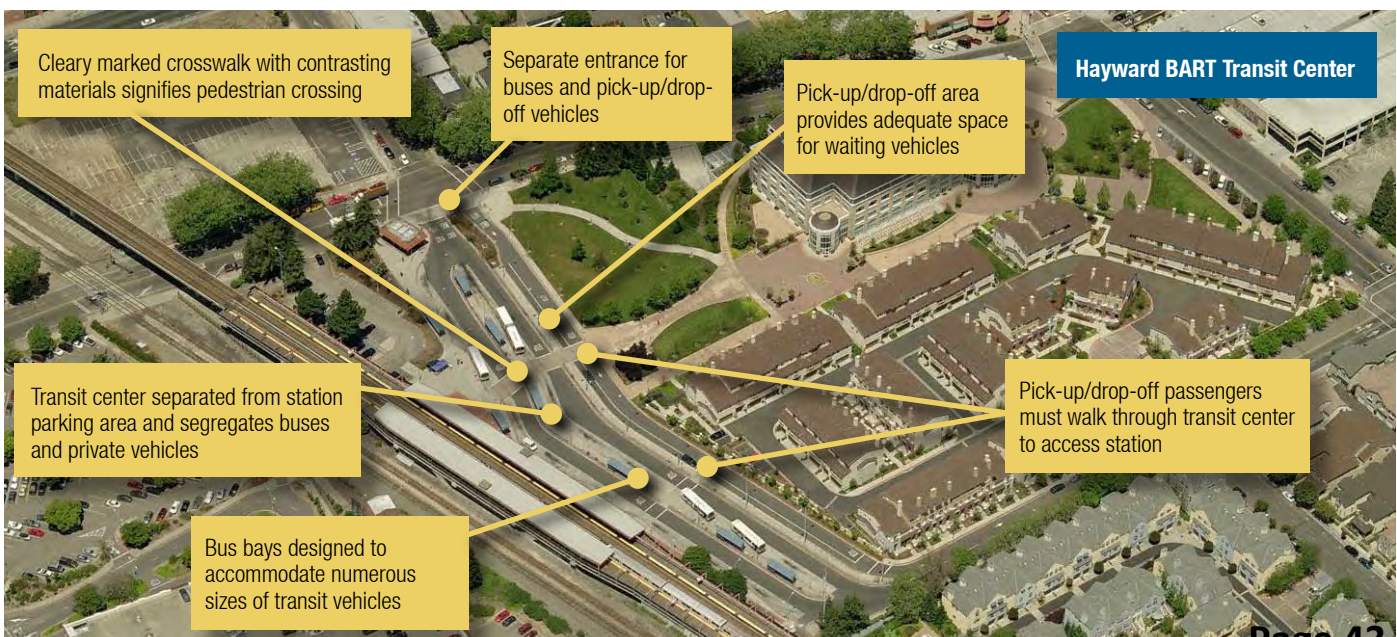
- Provide reserved spaces for midday use, in order to support off-peak ridership.
- Design parking so that it can be shared with other users, where appropriate.

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

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

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

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



PLANNING AND DESIGNING OFF-SITE IMPROVEMENTS**Create a Network of Safe, Direct, and Appealing Walking Routes**

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

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

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

Provide Pedestrian Route Continuity

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

Accommodate and Prioritize Transfer Activity

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

connections so that passengers perceive short transfer distance and time.

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

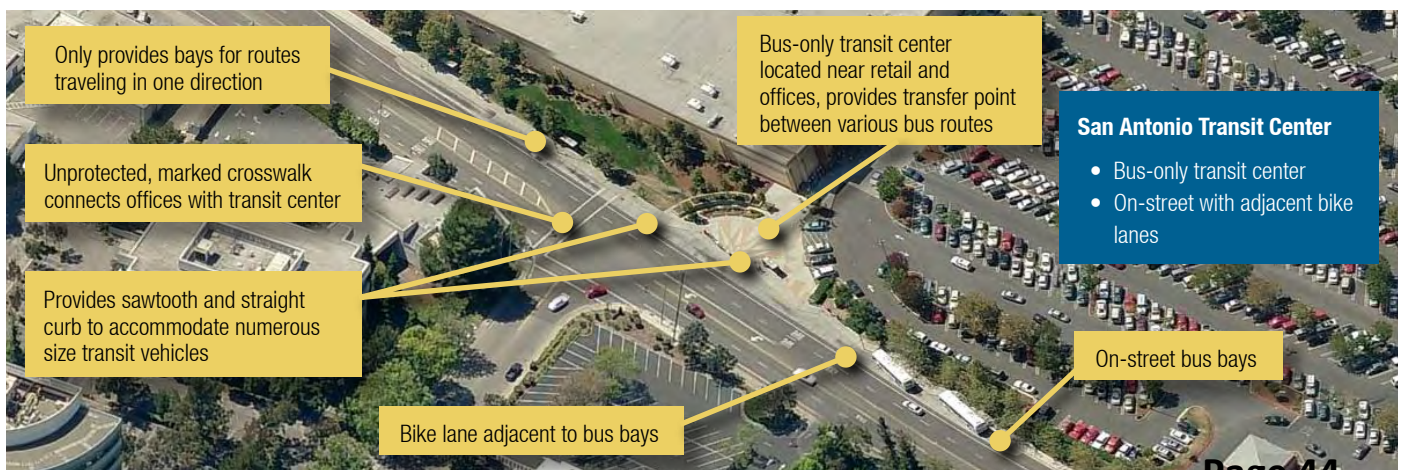
Provide Direct, Safe, and Well-Delineated Off-Site Bicycle Facilities

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

- Adequate and secure bicycle parking facilities should be provided.

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

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



CASE STUDY: DOWNTOWN SAN LEANDRO BART STATION TRANSIT CENTER

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

and around the area.

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

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

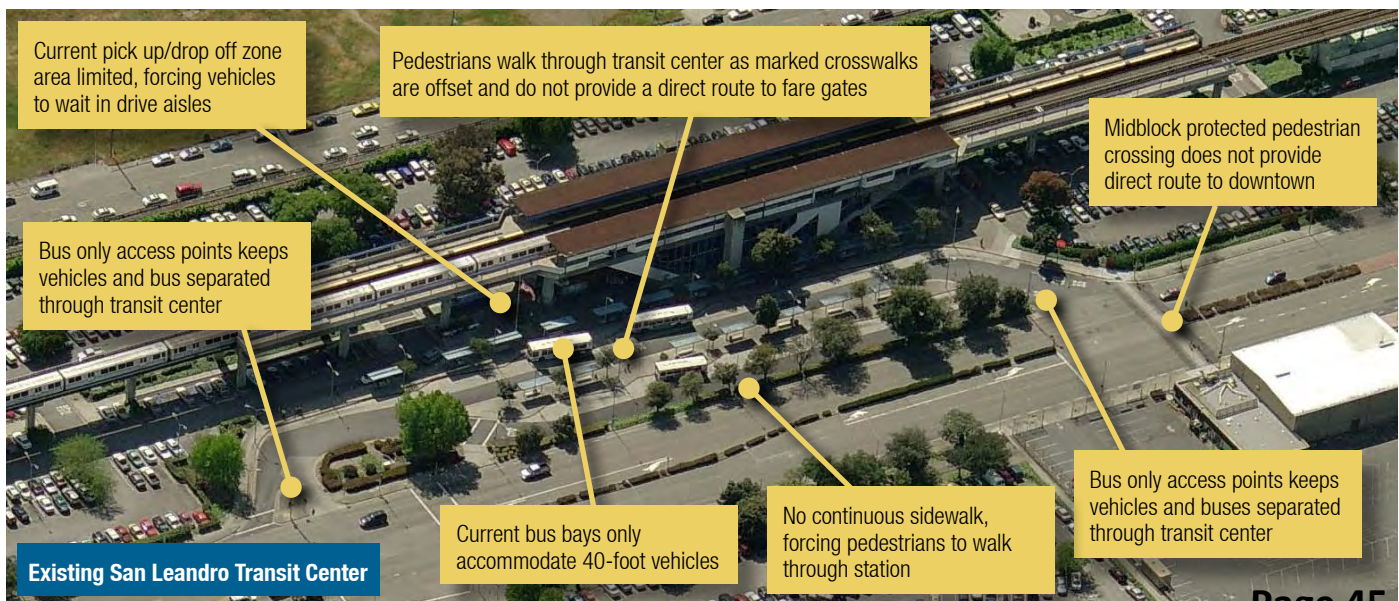
The City of San Leandro recently approved the Locally Preferred Alternative for AC Transit's Bus Rapid Transit (BRT), which proposes to terminate in the Downtown San Leandro BART station. This decision has resulted in the need to accommodate articulated 65-foot

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

As part of the reallocation of San

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

DRAFT



CASE STUDY: SAN LEANDRO TRANSIT CENTER

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

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

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

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

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

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

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

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

An intersection without a left turn lane in the median is an opportunity for a pedestrian refuge.

Provide crosswalks on all approaches of intersections, but especially on the path leading to the transit center.

Locate pedestrian ways to and through the transit center on the most direct path as possible. People will usually walk a straight line to their destination such as a bus stop or fare gate. To the extent possible, avoid the need to force pedestrians to use a longer indirect route.

Consider unsignalized pedestrian crossings on streets with two to four lanes and a median wide enough for a refuge (eight feet minimum), where pedestrians can cross the street in two stages. This type of crossing may be used at intersections or at mid-block locations.

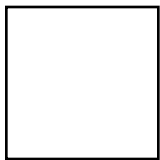
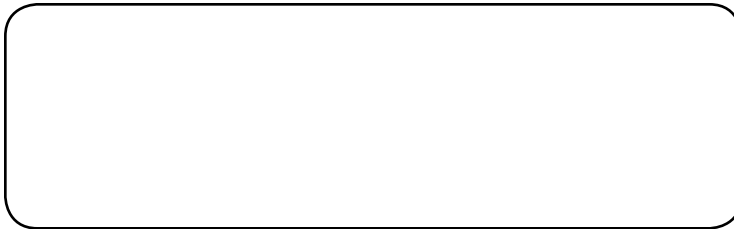
On-site bicycle lockers located in well-lit, high traffic areas to encourage and attract non-motorized users to the site and transit service.

Supplemental on-site taxi, shuttle, and kiss-n-ride areas can be beneficial as a means by which to further improve the accessibility for users to all transit modes.

The curb space fronting the transit center should be reserved for loading and unloading functions. Clearly mark taxi, shuttle, and kiss-n-ride areas to improve user recognition, compliance, and efficiency.

Provide on-site routes that allow bicyclists to ride between on-street bike lanes and bike parking facilities. Routes should be convenient to discourage bicyclists from using sidewalks. Avoid exclusive bicycle paths as pedestrians will tend to use them. Employ parking lot circulation to provide the most direct route possible in constrained locations.

Long, narrow transit centers are best suited to one-way bus circulation, using the curbside and islands to achieve the desired number of bus bays. If each route requires its own bay (such as centers using a pulse transfer system) mark each bay with large and clearly legible signs visible from any other bay in the center to expedite transfers.



Best Practices for **TRANSIT CENTER DESIGN**



Planning, Design, And Operational Considerations In Alameda County

IMPROVING TRANSIT CENTER DESIGN AND PLANNING

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

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

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

lasting first impression to the arriving passengers.

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

The transit center can also provide the transit providers the efficiencies of shared costs and operational infrastructure, such as bus bays, passenger amenities, and parking.

A properly planned transit center will ensure that adequate land is available to accommodate existing and future transit services while minimizing the land acquisition and construction costs. Creating an improved implementation process will help prevent an over- or under-designed facility, minimize the amount of land required, maximize the space for other uses, provide flexibility to accommodate unanticipated future growth, and avoid the need for costly expansion in the future.



Memorandum

DATE: June 2, 2011

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

Summary

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

Discussion

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

June 2011 Update:

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

1) MTC/ Alameda CTC Project and Program Evaluation

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

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

ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, two public workshops, hosted by MTC and ABAG, were held on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 80 elected officials from the cities, transit districts, and other special districts attended and provided input.

3) RTP/SCS Work Element Proposals and

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

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

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

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

Fiscal Impact

None.

Attachments

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

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

Countywide Planning Efforts

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

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

Regional Planning Efforts

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

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

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

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

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Alternative SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

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

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - December 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

Calendar Year 2011

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

Calendar Year 2012

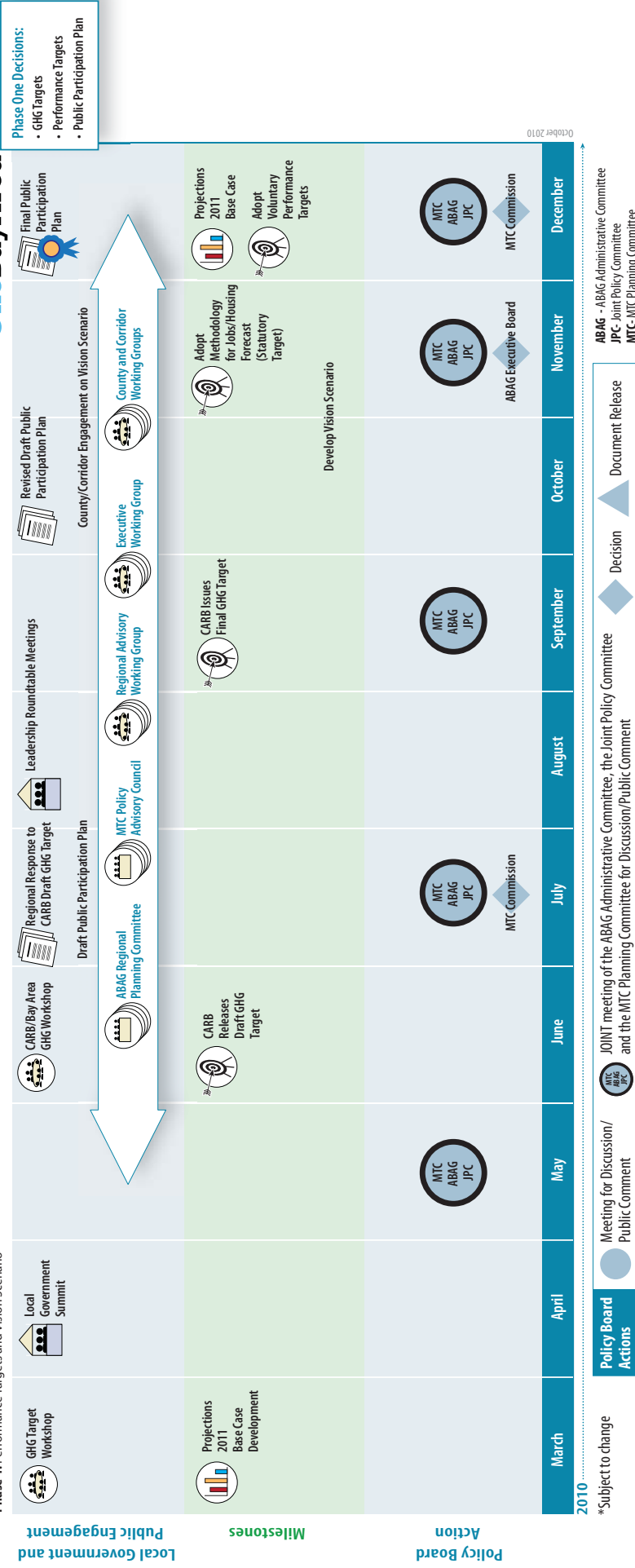
2012											
FY2011-2012											
Task	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed		Adopt Draft Plans	Adopt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

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

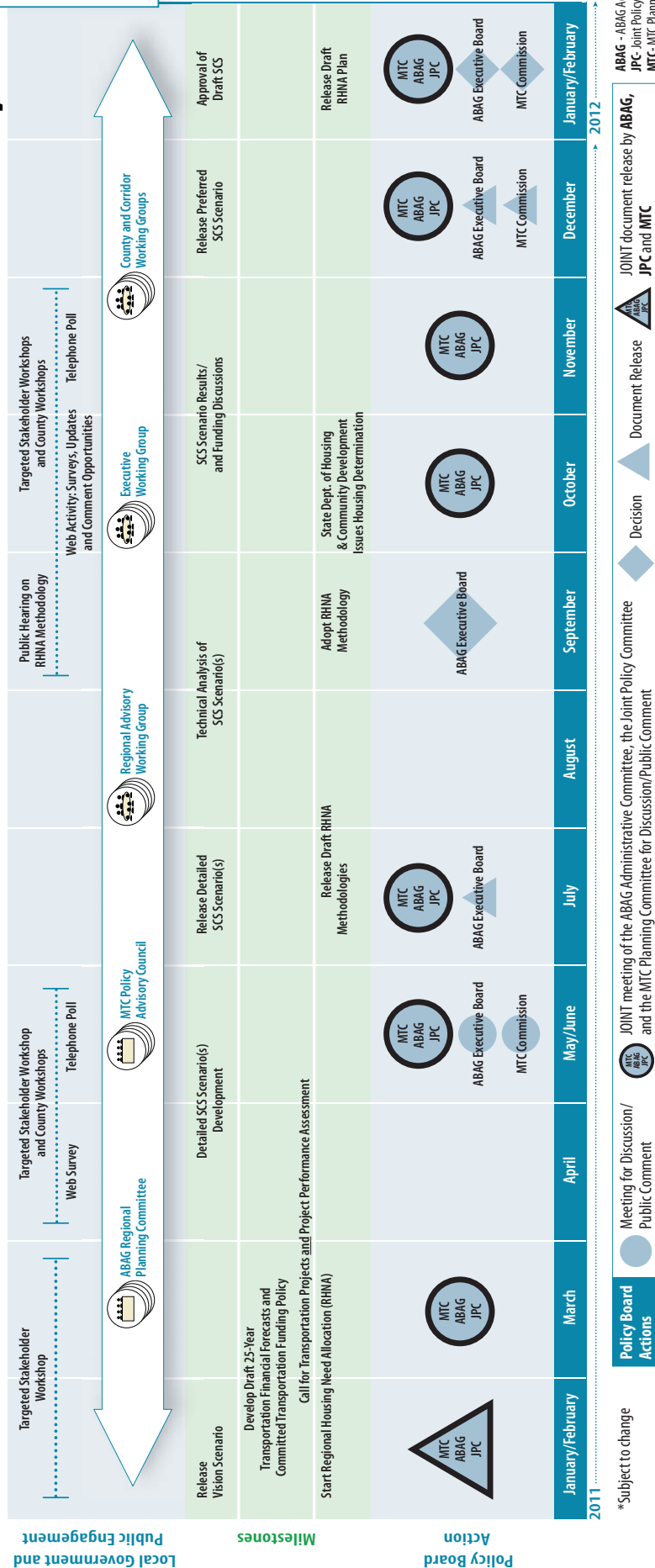
Phase 1: Performance Targets and Vision Scenario

OneBayArea



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

OneBayArea

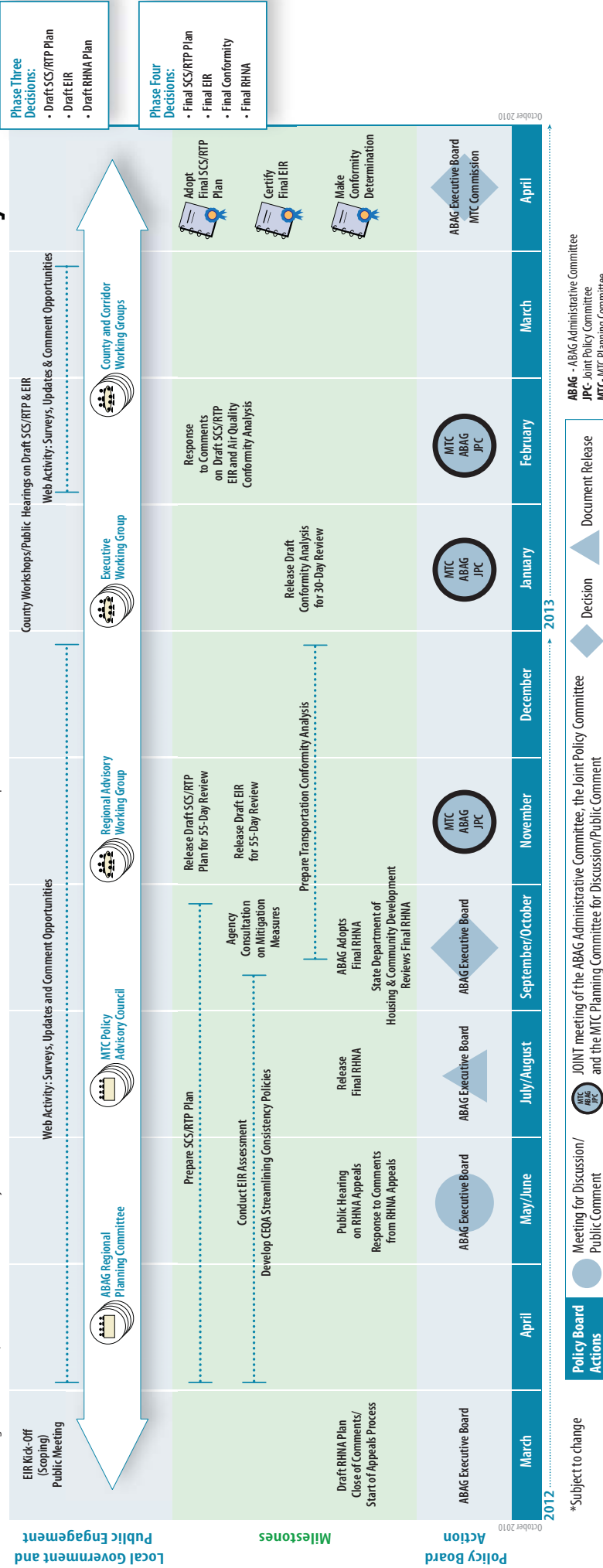


Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

OneBayArea



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Memorandum

DATE: June 6, 2011
TO: Planning, Policy and Legislation Committee
FROM: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: The May revise was release on May 16th and offered promising news regarding \$2.8 billion more in current year funding than anticipated in January and an increase in budget revenue forecasts for 2011/12 by \$3.5 billion: \$6.6 billion not anticipated in January. These increases combined with the over \$13 billion in cost savings already enacted, bring the state's budget deficit to \$9.6 billion. The May Revise includes a \$1.2 billion reserve, requiring an overall set of budget actions to total \$10.8 billion.

The May Revise continues to support the January budget proposals for realignment of services from the state to counties (primarily in criminal justice, mental health and human services programs) and elimination of the redevelopment agencies across the state, with the aim to use some of those funds for Medi-Cal and court costs. For additional cost savings, the Governor's May revise plans to eliminate 43 boards and commissions as well as over 5,500 state employee positions.

The Governor's revenue proposals continue to support the adoption of many efforts enacted in 2009, including four more years of higher personal income tax, continuation of the sales and use tax, and the vehicle license fee for a five year period. While the Governor continues to support his earlier commitment of going to the voters with these revenue measures, no timeframe was identified for placing them on the ballot. The Legislative Analyst's Office (LAO) issued its analysis of the Governor's May Revise and concluded that more certainty for local governments and school districts is warranted, particularly with regard as to when the revenue enhancements go to voters, and that overall, with the combination of already adopted budget solutions and improved economic conditions, the May Revise offers "a serious proposal worthy of legislative consideration" that places the state in a position to dramatically reduce its budgetary problems.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the May Revise.

State Bills:

Staff is evaluating bills and recommends the noted positions on the following state bills related to Planning efforts.

AB 345 (Atkins). Vehicles: Traffic Control Devices: consultation. This bill would require that Caltrans include representation of non-motorized interests on an advisory committee that provides the Department advice on uniform standards and specifications for highway traffic control devices, including, but not limited to stop signs, right of way signs, speed signs, railroad warning approach signs, street name signs, and roadway lines and markings. The bill defines that the advisory committee must support “users of streets, road and highways,” and that a non-motorized representative must serve on the committee. The “users” noted above are defined as, children, seniors, people with disabilities, pedestrians, bicyclists, motorists, commercial goods movers, and public transit users. Currently, the advisory body to Caltrans on traffic control devices is the California Traffic Control Devices Committee (CTCDC), consisting of eight members, including Caltrans, California Highway Patrol, two representatives of the American Automobile Association, two from the California State Association of Counties, and two from the League of Cities. As the Bay Area and state move toward the adoption of Sustainable Communities Strategies that support reduction of greenhouse gas emissions, a non-motorized representative on this type of committee could help support the needs of non-motorized users as defined, particularly on state roadways that transect cities and portions of the county where anticipated Priority Development Area growth may occur (i.e. San Pablo Avenue, Mission Boulevard, etc.). The adopted Alameda CTC legislative program states, “support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation users...and reduce barriers and encourage the use of transit walking and biking.” Therefore, staff recommends a **SUPPORT** position on this bill.

AB 710 (Skinner). Local planning: infill and transit-oriented development. This bill aims to support the state’s Sustainable Communities Strategy requirements enacted by SB 375 to foster more dense development supported by transit and other efforts to reduce greenhouse gas emissions. This bill would cap city or county parking requirements to no more than one parking space per 1,000 square feet of non-residential improvements and one parking space per unit of residential improvements for those included in transit intensive areas, defined as within one-half mile of a major transit stop or a high-quality corridor included in a regional transportation plan. The bill does not restrict a developer from providing parking over the per unit minimum, and a city or county may require higher minimum parking standards if it make a written finding based on an evaluation that surrounding parking opportunities (public on and off street parking and private parking within a quarter mile of the site) exceed 85% occupancy during a 24-month study period in which findings for the exemption are documented. The bill notes that excessive parking requirements hinder in-fill development due to the amount of land necessary for parking, which affects the amount available for housing and other uses, and that the costs associated with constructing parking facilities for high-density infill areas is translated into higher housing costs at the site. It further notes that in-fill development in transit intensive

areas offers the opportunity for more walking, biking and transit use, which can help to reduce greenhouse gas emissions. The adopted Alameda CTC legislative program supports “efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.” Therefore, staff recommends a **SUPPORT** position on this bill.

Staff is evaluating bills and recommends the noted positions on the following state bills related to Highways and Roadways.

AB 348 (Buchanan). Highways: safety enhancement – double fine zone. This bill would designate segments of Vasco Road between Alameda and Contra Costa Counties (between I-580 and Walnut Road respectively) as a double fine zone due to the number and severity of traffic accidents on this road. Vasco Road formally held the double fine zone designation through January 2010. This bill would re-enact that designation to January 2017, and would require the counties to implement public awareness campaigns, signage notifying drivers of the zone, and perform an evaluation of the effectiveness of the zone in reducing accidents. The adopted Alameda CTC legislative program “supports safety projects aimed at reducing fatalities.” Therefore, staff recommends a **SUPPORT** position on this bill.

AB 1105 (Gordon). High occupancy toll lanes: roadway markings. This bill would authorize the Santa Clara Valley Transportation Authority (VTA) to modify its authority to implement two high-occupancy toll lanes (originally authorized by AB 2032, Dutra). A proposed VTA-administered HOT lane is planned to go into San Mateo County and this bill would extend VTA’s authority to implement the HOT lane beyond its county’s jurisdictional boundary, based upon concurrence by with the transportation authority of the other county. In addition, the bill authorizes the use of double white lines to mark HOV lanes, which will bring California in compliance with federal standards for pavement markings. While the authorization to extend the HOT lane into another county is not relevant to Alameda CTC, the pavement markings is, and VTA used this bill to include the use of white markings for California HOV lanes and to support the current roadway markings on the I-680 HOT lanes. This bill would bring the I-680 HOT lanes in conformance with both federal and state lane marking requirements, if enacted. The adopted Alameda CTC legislative program “supports the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.” Therefore, staff recommends a **SUPPORT** position on this bill.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill, which fully passed through all required State Assembly committees and has been transferred to the Senate. Staff will provide an update on the progress of this bill at the meeting.

Federal Update

FY2012 Budget: With the completion of FY 2011 budget approvals, which resulted in almost \$40 Billion in cuts, Congress is now addressing the FY 2012 budget. The House appropriations Chair, Hal Rodgers, announced subcommittee allocations on May 11th, reflecting a \$46 billion cut in programs that are non-security related, and an increase in defense programs of \$17 billion. Transportation – Housing and Urban Development (T-HUD) is anticipated to receive 14% less than the previous year, on top of the 18.5% cut for FY 2011. The following illustrates the differing levels for T-HUD:

- enacted 2011 T-HUD allocation level: \$55.4 billion
- House proposed 2012 T-HUD allocation level: \$47.6 billion
- President Obama proposed 2012 T-HUD allocation request: \$74.7 billion

The House subcommittee markup is scheduled for July 14th and the full committee meeting is July 26th.

Surface Transportation: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by summer. A bi-partisan press release was issued by the Senate EPW on May 25th from the EPW Chair and ranking members of its subcommittees highlighting key components of the Senate's proposed surface transportation legislation: Moving Ahead for Progress in the 21st Century (MAP-21). As excerpted from the press release, the proposed bill:

- Funds programs at current levels to maintain and modernize our critical transportation infrastructure;
- Eliminates earmarks;
- Consolidates numerous programs to focus resources on key national goals and reduce duplicative and wasteful programs;
- Consolidates numerous programs into a more focused freight program that will improve the movement of goods;
- Creates a new section called America Fast Forward, which strengthens the TIFIA program to stretch federal dollars further than they have been stretched before; and
- Expedites project delivery without sacrificing the environment or the rights of people to be heard.

It is anticipated that the Senate bill may be released in June and the House bill is now expected to be released in July. Key considerations for each of the bills is how to fund the nation's surface transportation in light of the declining highway trust fund revenues, which are not keeping pace with currently approved appropriation levels, and which have been bolstered by general fund revenues totaling over \$34 million since 2008.

Once each of the bills is released, the debates will also address the President's proposed \$556 billion, six-year authorization bill, which does not have an identified funding mechanism, but included doubling the commitment to transit over the prior reauthorization; increasing the highway program by 48 percent over current levels; and including funds for high speed and passenger rail systems, sustainable communities and innovative infrastructure funding and planning proposals. Staff will provide updates at each commission meeting on the process and progress of the surface transportation bill development.

Additional information on recent federal activities can be found in Attachments B1 and B2.

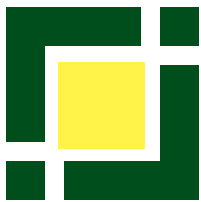
Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update
Attachments B1 and B2: Federal Updates

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May 16, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

Things ARE Looking up: “The economy of California is looking pretty good, but we still have a wall of debt in front of us.” Those were Governor Jerry Brown’s words as he introduced the May Revision to his January Budget this morning. There were some significant changes from January, some due to the slight uptick in the economy, others due to actions already taken by the Legislature.

No More Foggy Budgets: The Governor outlined the major elements in the Revision, reiterating numerous times that he had written his plan to avoid the “games and gimmicks of the past.” He explained that in February the State was faced with a \$26.6 billion deficit that has been reduced to \$9.6 billion, but warned the room full of reporters that “we are not out of the woods yet.” The State faces a serious structural deficit due to the smoke and mirrors budgeting of past years, combined with the long recession which reduced the State’s revenue by thirty percent. The current deficit of \$9.6 billion for the budget year consists of a carry-in deficit of \$4.8 billion and an operating shortfall of \$4.8 billion. That operating deficit increases to \$10 billion in the following year and remains there annually.

The Best Policy: The Governor called his Revision an “honest” plan. It relies on the implementation of the January realignment, redevelopment, and enterprise zone proposals with a few tweaks. It eliminates the State Departments of Mental Health and Alcohol and Drug Programs, transferring their responsibilities to counties and the Department of Health Services or a new Department of State Hospitals. It relies on extension of the current taxes, with the exception of the income tax for the current year. That would have to wait until the Legislature puts it on the ballot and is ratified by the voters. The plan will also eliminate 43 boards and commissions, eliminate 5,500 state employee positions, but provide \$3 billion more in funding for schools than anticipated in the January Budget.

Details: The Revision includes \$2.8 billion in additional revenues from the current year and increases the forecast for the budget year by \$3.5 billion for a total of \$6.6 billion in funds that were not anticipated in January. However, this revenue gain to the General Fund is offset by some factors that the Governor also includes in the equation to keep the budget in balance. Those include the fact that the Legislature acted later than the Governor had anticipated so the value of the cuts proposed in January is less; such as the 2010-11 budget included \$465 million

in reductions for the Departments of Corrections and Mental Health that were not realized; the Legislature adopted the Governor's Proposition 10 proposal but it is being litigated, so the savings are not included; and \$1.6 billion in the revenue bump automatically accrues to schools, rather than the General Fund, under Proposition 98.

Wall of Debt: One reason that the Governor wants to get rid of the deficit is that even without it the State faces monumental debt. Three major debt obligations complicate the situation: the "maintenance factor of Proposition 98" (the money owed to schools under Proposition 98 from the recession), the debt to the federal government for the Unemployment Insurance Fund, and payments for voter authorized bonds that are not yet sold. Then there is the outstanding budgetary borrowing, which includes the almost \$35 billion in debt created by past budgets. This budgetary debt includes things like the remaining Economic Recovery Bonds, borrowing from local government under Proposition 1A, and deferred mandate payments. Then there is the unmentionable – unfunded obligations for retiree health and pensions.

Work out Plan: To solve this morass the Governor is focusing on core services and reducing state government. His lean plan looks much like the January Budget with some significant adjustments to reflect work already done by the Legislature and lessons learned. He is still amazingly confident that he will garner the necessary four Republican votes to extend the current sales tax and vehicle license fees and dependent credit exemption level for five years. The personal income tax surcharge would only be reinstated for four years. The revenues would fund realignment of "public safety services" and protect education funding.

Redevelopment & Enterprise Zones: The May Revision continues the Governor's push to eliminate redevelopment. The redevelopment elimination proposal remains the same – eliminate RDAs and use \$1.7 billion of remaining property tax revenue to reimburse the general fund for Medi-Cal and trial court costs in 2011-12. Starting in the 2012-13 the remaining revenue would be allocated to cities, counties, and special districts. However, on enterprise zones the Governor no longer proposes elimination, but reform. In short, the enterprise zone reforms would limit the credits to employers that actually increase their level of employment, prohibit application of these new vouchers to tax years prior to 2011, and the EZ credits would be limited to a five year carry forward period.

Transportation: The Revision reiterates the benefits of the recently reenacted gas tax swap, and the use of weight fee revenue instead of excise tax revenue as the source for debt service payments and loans to the general fund. The Governor does not propose any significant changes to transportation spending, but is proposing the following tweaks:

- Temporarily increase contracting out Capital Outlay Support Program by 122 positions. This includes language that the cost of the contracted workload cannot exceed the cost if the work had been done by Caltrans staff.
- Increase funding by \$2.4 million and 18 positions for Project Initiative Document (PID) funding. This proposal replaces \$4.9 million in State Highway Account funds with \$7.2

million in reimbursements from locals to complete PIDs on locally funded projects. In addition, this change includes budget bill language to authorize reimbursements if locals opt to have Caltrans perform the work.

- Prop 1B appropriations are increased by \$1 billion for a total appropriation of \$3.3 billion. The May Revise increases the appropriations for the Corridor Mobility Improvement Account by \$593.6 million, the Trade Corridor Improvement Fund is increased by \$191.9 million, Public Transit Modernization Account is increased by \$122.9 million, and the Highway 99 projects are increased by \$134.8 million.

State Transit Assistance: The May Revise does not propose any changes to the \$329 million that was previously agreed to in the March budget. It is unclear at this time if the appropriation level will be increased due to the higher price of diesel fuel. In addition, the LAO's proposal to divert STA funds to the general fund continues to lurk out there and could be raised as negotiations heat up.

High Speed Rail: While the LAO recently released a report recommending elimination of nearly all High Speed Rail Authority funds until a consensus is developed, the Governor's budget maintains the commitment toward capital outlay and staff operations. The total budget appears to be reduced from the January proposal of \$192 million to a May Revise amount of \$149.6 million. However, \$47.4 million in capital outlay funds is being carried over from the current fiscal year for a total capital outlay budget of \$180.5 million and an operating budget of \$16.5 million.

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Lake
RE: Legislative Update
DATE: May 24, 2011

Surface Transportation Authorization

We are now hearing the House Transportation and Infrastructure Committee is pushing for a full committee mark up before July 4. We expect the Senate Environment and Public Works Committee to release a draft in the next few weeks. Two Senate Committees held separate hearings last week on the authorization bill; Senate Finance focused on potential funding mechanisms, while Senate Banking focused on transit priorities for the bill.

Finance Hearing

The Finance Committee held a hearing last week to examine possible new funding options including tolls, an infrastructure bank, a host of bond financing mechanisms, and a Vehicle Miles Travelled (VMT) tax. Members of the Committee did not come to any conclusions, but agreed to continue exploring various options.

As you are aware, the Highway Trust Fund revenues have lagged in recent years as increased gas prices and economic recession has caused drivers to switch to more fuel efficient vehicles and drive less. To make up for revenue shortfalls and pay for authorized levels of spending, Congress has appropriated a total of \$34.5 billion in general fund revenue since 2008 to support the Highway Trust Fund. Currently, expenditures from the fund total about \$13 billion more than collections.

The Congressional Budget Office projects that the revenue/spending imbalance will continue, with the highway account of the trust fund becoming unable to meet its obligations sometime next year. Between 2011 and 2021, that shortfall would total \$115 billion if spending grew by inflation or by \$85 billion if spending was held constant — although because the trust fund by law cannot incur a negative balance, spending would have to be reduced to the level of supporting revenue. A similar situation exists for the trust fund's mass transit account.

Finance Chairman Max Baucus (D-MT) opened the hearing with a statement noting the recent grade of "D" given to the United States by the American Society of Civil Engineers. He reported that bad road conditions lead to around 50% of all automobile accidents. Baucus stated that upgrading the nation's infrastructure was not only an

economic matter, but one of safety and security. He also noted that 28,000 jobs were created for every billion dollars of infrastructure spending, and looked at the issue as a way to create more American jobs.

Currently, the United States spends 50% less on infrastructure than it did in 1960. The US also lags behind other nations in infrastructure expenditures. China spends approximately 9% of its GDP on infrastructure, and in Europe the average is around 5%. Conversely, the United States spends less than 2% of its GDP on infrastructure.

Banking Committee

Additionally, the Senate Banking Committee held its first hearing of the year related to transit and the authorization bill. FTA Administrator Peter Rogoff testified and outlined the Obama administration's policy priorities regarding transit in a reauthorization bill. He advocated for policies and investments that would allow Americans to save money on gas, to make public transit safer and affordable, and to upgrade existing infrastructure and programs so that said programs do not lose riders.

Rogoff focused on the following five priorities:

- **Safety** – The first priority Rogoff addressed was more federal oversight. In terms of safety, he noted that a law from the 1960's prevents the FTA from implementing federal safety regulations for mass transit. He called for a change to this, saying that federal regulation was necessary, and that current safety measures were lagging, due to a combination of understaffed agencies, undertrained employees and lack of effective communication. Rogoff asked the Committee to approve a measure giving FTA authority to regulate transit safety, as the Committee did in the previous Congress. That measure, approved in June 2010, never made it to the Senate floor and drew criticism from Rep. John Mica (R-Fla.), now Chairman of the House Transportation panel.
- **State of Good Repair** -- Rogoff called for an upgrade in existing infrastructure, advocating a State of Good Repair program that would maintain and upgrade existing assets. He noted that there is a current \$78 billion backlog of assets in need of repair. Additionally, a \$14.4 billion annual investment will be necessary to maintain a state of good repair once that backlog is addressed. He said the Administration would work with the Committee to develop a reformulated two-tiered formula for both bus and rail that closely reflects the capital needs of transit agencies.
- **Operating Assistance** -- Rogoff proposed flexibility to use 5307 Urbanized Area Formula Grant funds for operating expenses in economically distressed urbanized areas with populations of over 200,000. He called for an immediate and short-term operating assistance program that would help "economically distressed urbanized" areas that would be phased out over a three year period. In the first year, transit systems in large areas could use up to 25 percent of their federal capital allotment for operating expenses such as energy and employee salaries. That figure would drop to 15 percent in the second year and 10 percent in the third year before being eliminated entirely.

- Streamlining -- Streamlining was also a large part of Rogoff's testimony. He stated that it was necessary for transit operations to eliminate duplication and relieve administrative burdens, and also to streamline operations from the top, including transforming the New Starts program into a Capital Investment Program that would feature a more efficient way to fund fixed guideway projects. He also said the Administration supports merging Preliminary Engineering and Final Design into a single Project Development stage.
- Buy America -- Rogoff laid out the Administration's proposal to increase the Buy America standard for federally funded transit equipment and components over a five year period to 100 percent U.S. content.

FY11 Transportation Grant Funding

The final FY11 Appropriations bill included \$528 million for a third round of TIGER grants. We expect the Department of Transportation to issue an RFP in the next few weeks. We are hearing this round will focus on construction, rather than planning and design. Additionally, FTA announced last week that it plans to publish a Notice of Funding Availability (NOFA) for most FY11 discretionary programs no later than early Fall 2011.

FY12 Appropriations

House Appropriations Chair Hal Rodgers (R-KY) announced the FY12 subcommittee allocations on May 11. The House FY12 appropriations bills will reflect a \$46 billion cut in non-security program funding. In contrast, defense programs would receive a \$17 billion increase from current levels.

Under the committee's allocation, \$643 billion is reserved for the three defense-related subcommittees: Defense, Military Construction-Veterans Affairs, and Homeland Security. That amount represents a 2.4 percent increase. However, the other nine subcommittees will share the remaining \$376 billion, an amount that represents a 10.8 percent cut.

The largest cuts are slated for the State-Foreign Operations bill (18 percent below current funding), Transportation-HUD (14 percent less), Agriculture (13 percent less), and Labor-HHS-Education (12 percent less). Those proposed reductions would come on top of major cuts enacted last month for FY11 for Agriculture, which was cut by 14.5 percent, and Transportation-HUD, which was cut by 18.5 percent.

The House Transportation HUD allocation totals \$47.6 billion. The President's FY12 budget request was \$74.7 billion and the FY11 enacted level was \$55.4 billion.

The Transportation-HUD subcommittee mark up is schedule for July 14; full committee is scheduled for July 26.

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INSIDE THIS WEEK

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- 2 **D-Block, EDA, Federal Land, Professor Daley**

Lots going on this week in transportation and elsewhere as Congress heads to Memorial Day Recess. Here's highlights!

The Secretary's Perspective

We were part of a mixed group of elected officials, city and state staff and private sector state representatives who met with Secretary of Transportation **Ray LaHood** Thursday morning in Washington. The always candid Secretary had much to say about his department and the future of transportation reauthorization. He noted, *"There's a lot of unmet transportation needs in this country....we need a bill"*. He declared that *"You have a partner"* in his team at DOT but that there will be *"no raising of the gas tax"* in a tough economy. He invited the group to help him and the Congress – *"You have to decide with us"* – regarding additional forms of revenue to make the new bill viable. He noted that *"tolling is a good way to do it and you can raise a lot of money"* but it has to be done on new capacity, not existing roads. He said: *"We all need to be creative and use it all -- the Infrastructure Bank, TIFIA, tolling"* and other innovations. He made it clear that in his view *"For the first time a transportation bill will be written without earmarks"* but he trusted that funding would still get to priority projects. He reiterated that High Speed Rail is an important priority for **President Obama** and also extolled the virtues of the TIGER program – guidance for TIGER III will be out within a month -- and the Livability Partnership he has with HUD and DOT. He noted that a new bill would very likely give states and localities *"a lot more flexibility"*. As always, it was a privilege – and a learning experience – to spend time with Secretary LaHood.

Senate Transportation Progress

Speaking of transportation reauthorization, the leadership of the Senate Environment and Public Works Committee have made at least some conceptual progress in developing a bill. Senators **Barbara Boxer** (D-CA), Chairman of the Environment and Public Works Committee, Senator **James Inhofe** (R-OK), Ranking Member of the Committee, Senator **Max Baucus** (D-MT), Chairman of the Transportation and Infrastructure Subcommittee, and Senator **David Vitter** (R-LA), Ranking

Member of the Subcommittee, issued a statement Wednesday regarding draft legislation to reauthorize the nation's surface transportation programs, entitled *Moving Ahead for Progress in the 21st Century (MAP-21)*. They noted: *"We are pleased to announce the great progress we have made on a new transportation authorization bill...."* Among the highlights of their agreement: (1) the committee is planning a \$339.2 billion bill – current spending plus inflation, plus an expanded TIFIA loan program for a total of \$56.5 billion a year; (2) Eliminates earmarks; (3) Consolidates numerous programs; (4) Creates America Fast Forward, which strengthens the TIFIA program to stretch federal dollars; and (5) Expedites project delivery. No proposal yet on funding the bill, but that could come in the near future. Click on [Senate EPA Transportation](#) to see their statement in full.

Another important transportation event happened a few days ago in the Senate. Senator **Tim Johnson**, Chairman of the Senate Banking, Housing and Urban Affairs Committee, which has jurisdiction over the transit program, held a hearing on transit reauthorization. He noted: *"The current extension of transit and highway programs runs through September 30. Congress has produced 7 short term extensions since 2009, so it's time to get to work on this legislation. Getting a long-term bill done will not be easy, but I hope that improving transportation is a topic where both parties can find common ground."* You can view his opening statement at [Chairman Johnson on Transit Reauthorization](#). At the hearing, the head of the Federal Transit Administration, **Peter Rogoff**, testified on behalf of the Administration, focusing on the reauthorization proposals presented in their February 14 FY12 budget submission, including state of good repair, operating assistance, streamlining and consolidation of programs. See [Administrator Rogoff Testimony](#) to view in full.

And a Word from Chairman Mica

One last word for this week on transportation, and it comes from Rep. **John Mica**, Chairman of the House Transportation and Infrastructure Committee. In an article published earlier this week he noted: *"Many surface transportation programs are outdated, underperforming and underutilized. ... Challenged to do more with less, the committee must take available Highway Trust Fund revenues and other existing sources of funding and dramatically enhance their value."* In the article he talks about consolidating programs, enhancing the role of the private sector and reducing the federal project approval process. You can read the whole article by clicking on [Chairman Mica](#).

No Improvements on Local DHS Funding

Credit House Homeland Security Appropriations Ranking Minority Member **David Price** with a nice try, but his amendments to restore local government homeland security funding failed, as the bill passed last week by Subcommittee progressed to the full committee Subcommittee Chairman. He noted in his comments on his amendments: *“Providing a total of \$1 billion for all State and Local Grants, or 65 percent below the request, and providing \$350 million for Firefighter Assistance Grants, almost 50 percent below an already reduced request, breaks faith with the states and localities that depend on us as partners to secure our communities. These cuts will be doubly disruptive as many of our states and municipalities are being forced to slash their own budgets.”* Click on [Local Homeland Security](#) to read Rep. Price’s comments in full.

FY Homeland Rollout

While prospects for homeland security funds for FY12 is not good, implementation by the DHS for FY11 – reflecting the cuts made in the White House-Congressional Continuing Resolution compromise of April, is not without its own trouble spots as the Department sought to incorporate the various cuts throughout its system. These include a more than 50 per cent reduction in the number of urban areas eligible to receive Urban Area Security Initiative (UASI) funds. Click on [FY11 Homeland Security Funding](#) to look at the individual program grants including application materials and deadlines.

Whip Hoyer on the Economy

Amid all the discussion on deficit and debt reduction, House Minority Whip **Steny Hoyer** gave what was billed as a major address on the economy earlier this week to the Bipartisan Policy Center, and reveals to some extent where Democrats are likely to want to go in ongoing budget talks. In it, he said: *“.. now is the time to act. And we can only act if leaders in both parties are willing to make tough choices and oppose those who insist on an ‘all-or-nothing’ solution, from either ideological direction”.* Click on [Whip Hoyer Economic Speech](#) to read it in full.

New Report on Digital Divide

A new report from the FCC to Congress shows that about 26 million Americans are denied access to jobs and economic opportunity within broadband economy. The report indicates that in recent years progress has been made but there is a long way to go, including in rural areas, before access to broadband, and the resultant economic opportunities, are available to all. Currently, more than 100 million Americans do not subscribe to broadband. The Report finds the problem especially acute among low-income Americans, African-Americans, Hispanics, seniors, and residents of Tribal areas. In releasing the report, the Commission noted that, *“The FCC continues to aggressively pursue its broadband agenda, which is crucial to job creation and America’s global competitiveness”.* Click on [FCC Broadband Report](#) for additional information.

Another First Responder Telecom Initiative

Last week we discussed new legislation introduced by the Chairman of the Senate Commerce, Science and Transportation Committee regarding “D-Block” and first responder communications. A rival bill has also been introduced by Senator **Joe Lieberman**, Chairman of the Senate Homeland Security and Governmental Affairs Committee, along with Senator **John McCain**. Their *Broadband for First Responders Act of 2011* would set aside the “D Block” part of the spectrum specifically for public safety agencies to build a secure coast-to-coast communications network to use in emergencies. It would provide up to \$5.5 billion to assist with the costs of constructing the network and up to \$5.5 billion for long-term maintenance. This money would come from revenues generated by the auction of different bands of spectrum to commercial carriers. Any auction revenues in excess of \$11 billion would go to deficit reduction. Chairman Lieberman said: *“Securing the D Block for public safety will allow us to build a nationwide interoperable network for emergency communications that could prevent the kinds of communication meltdowns we had during 9-11 and Hurricane Katrina.”* More information on the Lieberman-McCain bill at [Broadband for First Responders](#).

Jobs Accelerator

Earlier this month we previewed the Administration’s new *Jobs and Innovation Accelerator Challenge* grant program. The application materials for it are now available. Most of you received a separate memo from us on this - let us know if you would like us to send it to you. Click on [Jobs and Innovation Accelerator Challenge](#) for additional information.

BRAC-ing Federal Property

Congressman **Jeff Denham’s** legislation, *“The Civilian Property Realignment Act,”* which would establish a “BRAC” type process to get rid of unneeded federal properties, was reported out of Subcommittee this week. We’ll keep you up to date on its progress. Click on [Subcommittee](#) for a report on their action and [Summary](#) for an overview of the bill.

Professor Daley

One of the most frequent questions we get is *“What is Mayor Daley going to do now, after 22 years in City Hall?”* Well, for starters, he’s going to teach – and we bet he’ll be a student favorite at the University of Chicago in his new role as a distinguished senior fellow at the Harris School of Public Policy Studies. You can read all about it [Professor Daley](#).



Please contact Len Simon, Rukia Dahir, Stephanie Carter or Jared King with any questions.