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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, June 10, 2013, 10:30 A.M.

1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Chair:	Tim Sbranti	
Vice Chair:	Keith Carson	
Members:	Wilma Chan	Elsa Ortiz
	Michael Gregory	Marvin Peixoto
	John Marchand	
Ex-Officio Members:	Scott Haggerty	Rebecca Kaplan
Staff Liaisons:	Beth Walukas, Tess Lengyel	
Executive Director:	Arthur L. Dao	
Clerk of the Commission:	Vanessa Lee	

AGENDA
Copies of individual agenda items are available on the:
Alameda CTC website: www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 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 handling 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.

4 CONSENT CALENDAR

4A.	Minutes of May 13, 2013 – **Page 1**	**A**
4B.	Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments – **Page 5**	**I**

Commission Chair
Scott Haggerty, Supervisor – District 1

Commission Vice Chair
Rebecca Kaplan, Councilmember

AC Transit
Elsa Ortiz, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART
Thomas Blalock, Director

City of Alameda
Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany
Peggy Thomsen, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Councilmember

City of Oakland
Larry Reid, Vice Mayor

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jerry Thorne, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

City Of Union City
Carol Dutra-Vernaci, Mayor

Executive Director
Arthur L. Dao

5 LEGISLATION AND POLICY

5A. Approval of Legislative Positions and Update – **Page 13** **A/I**

5B. Approval of Transportation Expenditure Plan Ad Hoc Committee Formation and Implementation Schedule – **Page 21** **A/I**

6 PLANNING

6A. Approval of Goods Movement Collaborative and Authorization to Release a Request for Proposals for Development of an Alameda County Goods Movement Plan– **Page 25** **A**

6B. Approval of the Southbound I-680 Express Lane Evaluation draft "After" Study Report– **Page 41** **A**

6C. Review of Sustainable Communities Technical Assistance Program Call for Projects – **Page 65** **I**

7 STRATEGIC PLANNING AND PROGRAMMING POLICY

7A. Approval of Capital Investment Program and Programs Investment Plan Methodology and Review of Draft Screening and Prioritization Criteria – **Page 79** **A**

8 COMMITTEE MEMBER REPORTS (VERBAL)

9 STAFF REPORTS (VERBAL)

10 ADJOURNMENT/NEXT MEETING: July 8, 2013

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

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

Alameda County Transportation Commission
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(510) 893-6489 Fax (Suite 300)
www.AlamedaCTC.org

Glossary of Acronyms

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

ALAMEDA
County Transportation Commission

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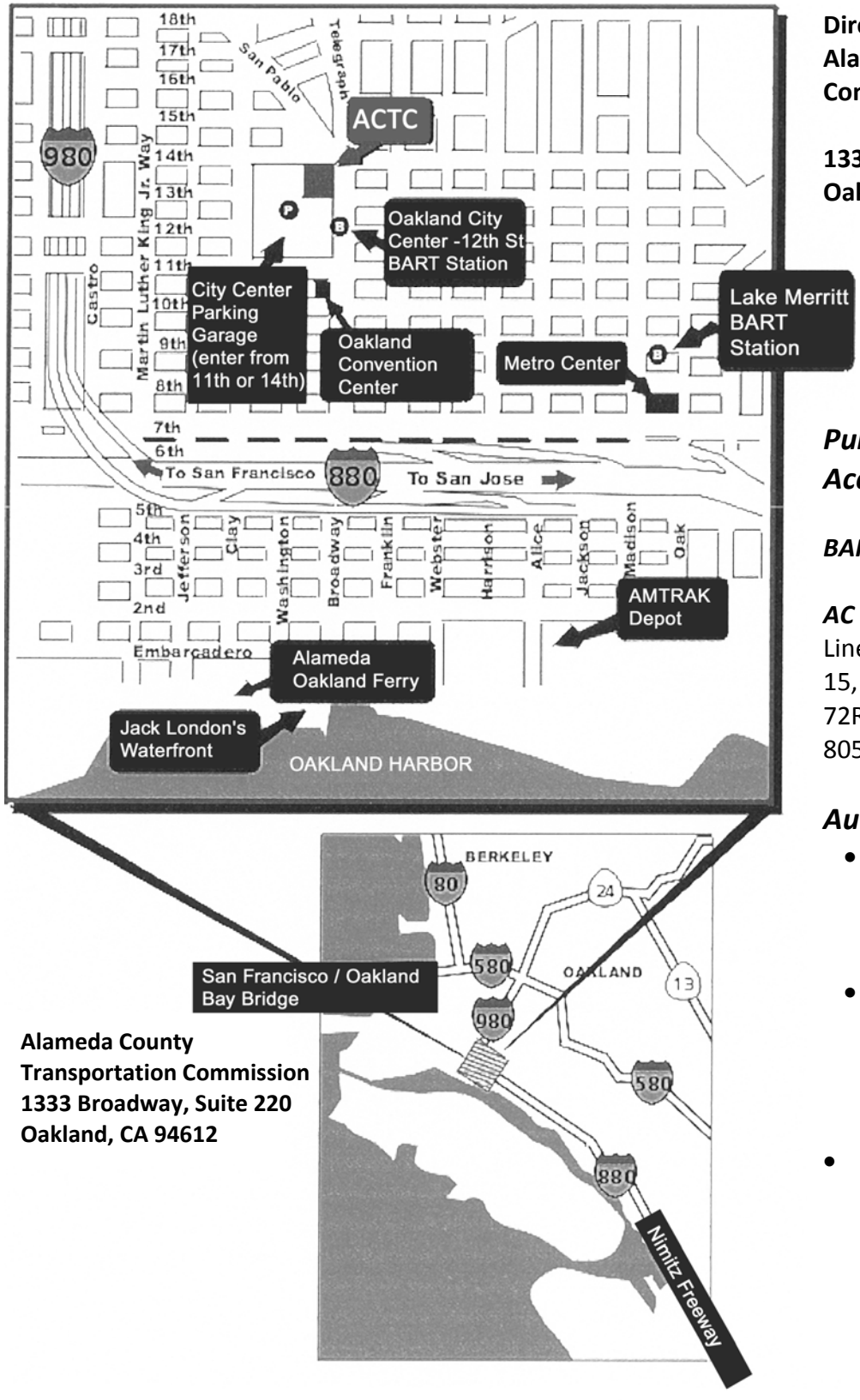

Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

Directions to the Offices of the Alameda County Transportation Commission:

1333 Broadway, Suite 220
Oakland, CA 94612

Public Transportation Access:

BART: City Center / 12th Street Station

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

Auto Access:

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

PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF MAY 13, 2013
OAKLAND CA

Mayor Sbranti convened the meeting at 10:22 a.m.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT
There were no public comments.

3 ROLL CALL
A quorum was confirmed.

4. CONSENT CALENDAR
4A. Minutes of March 8, 2013

4B. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
Mayor Marchand motioned to approve the Consent Calendar. Supervisor Carson seconded the motion. The motion passed 8-0.

5. LEGISLATION AND POLICY
5A. Approval of Legislative Positions and Update
Tess Lengyel provided an update on state and federal legislative initiatives. Ms. Lengyel recommended that the Commission take the following positions on federal and state bills:

H. R. 974. (Congressman Albio Sires, NJ)- Recommended support position
AB 431 (Mullin)- Recommended oppose position
SB 391 (DeSaulnier)- Recommended support position
SB791 (Wyland)- Recommended oppose position
AB574 (Lowenthal)- recommended support position
AB 935 (Frazier) - recommended support and seek amendments. (The proposed amendment is to correct the appointing authority from the Alameda County Transportation Authority, to the Alameda County Transportation Commission)

In regards to AB 935 (Frazier), Supervisor Haggerty wanted to know how much funding the state puts towards the operation of ferry services. Art Dao stated that majority of the funding comes from RM2 funds, with just under a million dollars from Alameda CTC on an annual basis for services to Alameda County. Supervisor Haggerty stated that Alameda CTC should be able to appoint a member from Alameda County. Ms. Lengyel stated that the proposed legislation allows that the Alameda CTC to nominate 3 people to be considered for appointment by the Speaker of the Assembly.

In regards to SB 391 (DeSaulnier), Commission members had additional questions regarding how the funds would be allocated back to counties, they types of transactions this bill would apply to and which entity would administer the funds at the state. Ms. Lengyel responded to several questions and noted that staff would bring additional information to the Commission on the specifics of how the funds would be returned to the counties.

Commission members recommended a watch position on the bill until it had additional information.

Vice Mayor Gregory motioned to approve staff's recommended position on AB 935 (Frazier). Supervisor Haggerty opposed the motion. Councilmember Kaplan abstained from the motion. The motioned passed 6-1 with one abstention.

Vice-Mayor Gregory motioned to approve the remainder of the staff recommendations. Councilmember Kaplan seconded the motion. The motion passed 8-0.

6 PLANNING

6A. Approval of Countywide Transportation Demand Management Strategy and Review of the Annual Evaluation of the Guaranteed Ride Home Program

Kara Vuicich and Matt Bomberg recommended that the Commission approve the recommendations for implementing a countywide Transportation Demand Management (TDM) Strategy and review the Annual Evaluation Report for the Guaranteed Ride Home (GRH) Program. Staff provided a summary of the comprehensive approach to TDM and parking management in the development of the proposed Countywide TDM Strategy. A review was also given of the findings of the 2012 GRH Program Evaluation.

Councilmember Kaplan wanted to know the total budget for the GRH program. Mr. Bomberg stated that the budget is $120,000.

Mayor Sbranti wanted examples of integration of TDM's. Mr. Bomberg stated that there was primarily a consolidation of TDM information. He also stated that marketing tools and outreach efforts will assist in integration.

Councilmember Kaplan wanted to know how more rides will affect the GRH budget. Mr. Bomberg stated that there was room in the current budget to absorb additional ridership.

Supervisor Carson asked what social media mechanisms were being tracked and monitored. Laurel Poeton stated that the Alameda CTC Facebook and Twitter pages are being used to integrate the GRH program information and disseminating it to a broader audience. Alameda CTC regularly tracks communications to determine effectiveness.

Councilmember Kaplan motioned to approve this Item. Supervisor Carson seconded the motion. The motion passed 8-0.

6B. Review of Draft Plan Bay Area and the Draft Environmental Impact Report Comments

Beth Walukas summarized staff comments on the Draft Plan Bay Area and the Draft Environmental Impact Report and stated that once finalized, staff would submit final comments to both MTC and ABAG.

The committee expressed concern regarding funding equality for all jurisdictions throughout the county in the One Bay Area Grant (OBAG) process. Art Dao stated that OBAG is a pilot program and this was the first cycle of funding. He stated that there would be chances to revisit formulas and criteria in future cycles.

This item was for information only.

7 STATEGIC PLANNING AND PROGRAMMING

7A. Approval of the 2013 Capital Improvement Program and Programs Investment Plan Revenue Assumptions and Review of the Development Methodology

Matt Todd recommended the Commission approve the 2013 Capital Improvement Program (CIP) and Programs Investment Plan (PIP) revenue assumptions and review the proposed development methodology for the CIP/PIP. Mr. Todd stated that the CIP outlines projects which help maintain and improve the performance of the multimodal transportation system by alleviating traffic congestion and reducing carbon emissions. The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Mr. Todd concluded by reviewing revenue assumptions, methodology development, the two-year allocation plan, and the schedule and next steps.

Councilmember Kaplan wanted to know when the Commission would be seeing the Freight Plan. Ms. Walukas stated that staff would be bringing the draft scope of work, process and schedule to develop a countywide goods movement plan to the Commission in June and that the an initial set of projects would be presented in fall 2013 to inform the State's freight planning process, and a Draft Countywide Goods Movement Plan would be completed by early 2015.

Councilmember Kaplan motioned to approve the item. Councilmember Russo seconded the motion. The motion passed 8-0.

7B. Approval of 2014 State Transportation Improvement Program (STIP) Principles

Matt Todd recommended the Commission approve the 2014 STIP Principles for the development of the 2014 STIP project list. Mr. Todd stated that the STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. He stated that the STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP). Mr. Todd concluded by stating that the CTC and MTC are not scheduled to adopt the final STIP policies until late summer and the development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies.

Councilmember Kaplan motioned to approve the Item. Councilmember Russo seconded the motion. The motion passed 8-0

8/9 STAFF AND COMMITTEE MEMBER REPORTS

There were no committee or staff member reports.

10 ADJOURNMENT/NEXT MEETING: JUNE 10, 2013

The meeting was adjourned at 11:59a.m. The next meeting is scheduled for June 10, 2013.

Attest by:
Vanessa Lee
Clerk of the Commission

Memorandum

DATE: May 23, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Matthew Bomberg, Assistant Transportation Planner

SUBJECT: **Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

Recommendation
This item is for information only.

Summary
This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of 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 the regional transportation system.

Since the last monthly update on May 13, 2013, staff reviewed one NOP, one DEIR, and two FEIRs. Comments were submitted for two of these documents. The comment letters are attached.

Fiscal Impact
There is no fiscal impact.

Attachments

Attachment A:	Comment letter for City of Hayward Mission Boulevard Corridor Specific Plan Draft Environmental Impact Report (DEIR)
Attachment B:	Comment letter for City of Oakland Coliseum Area Specific Plan Notice of Preparation (NOP)

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ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

May 6, 2013

David Rizk, Director
Development Services Department
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Comments on the Draft Environmental Impact Report (DEIR) for the Mission Boulevard Corridor Specific Plan

Dear Mr. Rizk:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Mission Boulevard Corridor Specific Plan. The Project's northern segment extends from the northern City boundary (just north of Rose Street) south to A Street. The southern segment of the Project area extends from Jackson Street south to Harder Road. Between these two segments, the Specific Plan excludes lands associated with downtown Hayward. The Mission Boulevard Specific Plan intends to provide opportunities for new development in the Mission Boulevard Corridor that respects the existing character of the area and its surroundings, and includes vibrant commercial uses, pedestrian-friendly neighborhoods that are safe, desirable, and at sufficient densities to support public transportation, and a built form that will encourage such uses, and complements the natural and historic amenities existing in the Specific Plan area. The Project, at full build out, would result in an increase of 3,452 p.m. peak hour trips over the existing land uses in the Project Area.

The Alameda CTC respectfully submits the following comments:

- The Infrastructure Plan (Hall Alminana, Inc., April 23, 2013) notes on page 5-15 that the Regulating Plan includes "a new street system of thoroughfares to complement Mission Boulevard and also to provide alternative routing and access." The new thoroughfares are essential to the Plan's vision as they will create new, smaller parcels that are more conducive to mixed-use, transit-oriented development and provide improved connectivity for all modes. The Plan further notes on page 5-16 that "the new thoroughfares connecting to Carlos Bee Boulevard will require more detailed traffic analysis during the EIR to determine whether these new intersections will need signal or stop control and whether traffic should exit with full access, or limited by right-in and right-out control." This analysis was not included as part of the DEIR. The DEIR should include analysis of this and all other new thoroughfares, as needed. The analysis of new connections to Carlos Bee Boulevard should take into account that this facility is part of the Countywide Bike Network, and should ensure that the control and access at any new intersections enable safe, comfortable travel by cyclists on this facility.

- The Mission Boulevard Corridor Parking and Transportation Demand Management Strategy which forms a component of the Specific Plan identifies a number of promising recommendations for supporting and advancing the Plan's overall goals. Of these, only the Recommendation to eliminate parking minimums is present in the Form-Based Code. Consideration should be given to whether it is possible to implement other recommendations as part of the zoning amendments being made through the Form-Based Code, rather than through separate, discretionary actions. The recommendation to unbundle parking, in particular, could enable projects built as part of the Specific Plan to truly take advantage of the reduced parking provision requirements in the Form-Based Code, without increasing costs to developers.

Thank you for the opportunity to comment on this Draft EIR. Please do not hesitate to contact me at (510) 208-7400 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2013

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

May 20, 2013

Devan Reiff, AICP
City of Oakland
Department of Planning and Building – Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Oakland Coliseum Area Specific Plan (ER13-0004 & ZS12-103)

Dear Ms. Reiff,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Oakland Coliseum Area Specific Plan.

The Specific Plan Area is located in East Oakland, and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan area includes the Oakland Alameda County Coliseum and Arena and the Oakland Airport Edgewater Business Park. The Specific Plan is intended to provide both a short-term development plan for the accommodation of up to three new venues for the City's professional sports teams, and a longer term 25-year planning document providing a roadmap for land use policy, regulatory requirements and public and private investment that coordinates future development in the Coliseum Area. The Specific Plan will guide future development of the Plan Area if one or more of the sports teams were to relocate out of the Coliseum Area. The EIR will study the environmental effects of a three-team, two-team, a one-team, and a no-team project alternative.

The proposed Specific Plan build-out includes up to three new sports venues totaling nearly 1.7 million square feet of building space or 131,000 seats; just over 14 million square feet of Science and Technology, office, light industrial, logistics, and retail space; and 6,370 residential units. This represents an increase of approximately 8.3 million square feet of new building space within the Plan Area. The proposed build-out includes up to 15,000 parking spaces on the Coliseum site and nearly 39 acres of new, publically-accessible open space.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP

Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. 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 travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. 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.

The most current version of the Alameda CTC Countywide Travel Demand Model is the August 2011 update, which incorporates the Association of Bay Area Government's Projections 2009 land use assumptions.

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880, Interstate 580, Doolittle Drive (SR-61), Hegenberger Road/73rd Avenue, International Boulevard (SR-185), San Leandro Street, and 98th Avenue. MTS transit operators include BART, Amtrak Capitol Corridor, and AC Transit.

  - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the Alameda CTC has *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 2011 CMP for more information).
  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) 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 of the adequacy of proposed mitigation measure criteria discussed above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and 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 2011 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 consider BART vehicle and station circulation capacity issues arising from additional transit ridership resulting from the project during both commuting and event peak hours. The DEIR should also consider the impacts of additional vehicle traffic in the Project Area on bus travel times and operations. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) 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 2011 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 DEIR should also consider opportunities to create a special zoning overlay with parking management strategies that will reduce project vehicle trip generation as part of its examination of local regulatory changes needed to support the site. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DEIR should consider opportunities to implement and enhance countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275. The Project Area includes proposed segments of the Countywide Bicycle Network on San Leandro Street and Hegenberger Road. The DEIR should explore whether there are synergies between implementation of these segments and other infrastructure improvements needed to support the Coliseum Area. Implementation of these segments could help to mitigate Project vehicle traffic.

- 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.

- Portions of the Project Area overlap with the Coliseum BART Station Area Priority Development Area. As such, the zoning districts and General Plan Amendments produced from this planning effort should consider the land use assumptions being adopted by the Association of Bay Area Government/Metropolitan Transportation Commission as part of the Sustainable Communities Strategy/Regional Transportation Plan in July 2013.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

ALAMEDA County Transportation Commission

Memorandum

DATE: June 03, 2013

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Approval of Legislative Positions and Update

Recommendations
Staff recommends approval of legislative positions and the legislative update.

Summary
This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background
The following summarizes legislative information and activities at the federal, state and local levels.

Federal Update
The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

***Federal Budget*:** Both the Senate and House Appropriations Committees are addressing the federal budget for Fiscal Year 2014. The House Appropriations Committee is adhering to an overall discretionary budget cap of $967 billion, while the Senate is using an overall cap of $1.058 trillion. The House Budget generally assumes that sequestration will remain in effect for FY14, while the Senate budget assumes sequestration will be repealed, consistent with the President's proposed budget assumptions. The differences between the House and the Senate budget levels will have to be reconciled before FY14 spending can be finalized.

***Expediting Infrastructure Project Review Times*:** Consistent with President Obama's support for infrastructure as a critical component to economic strength, the President signed a Presidential Memorandum intended to modernize federal infrastructure review and permitting regulations, policies, and procedures to significantly reduce the aggregate time required by the Federal Government to make decisions in the review and permitting of infrastructure projects, while improving environmental and community outcomes. This effort is intended to significantly reduce the time it takes the federal government to review and approve major infrastructure projects. According to the Administration, this means that states, local governments, and private developers will be able to start construction sooner, create jobs earlier, and fix the nation's infrastructure faster.

Secretary of Transportation Nomination: The nomination for a new Secretary of Transportation, Charlotte, North Carolina Mayor Anthony Foxx, is underway and it is anticipated that he will secure bi-partisan support for this position. The first Senate confirmation hearing went smoothly in May and he is expected to be confirmed by the full Senate and could begin as the new Secretary of Transportation in June 2013.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

Senate and Assembly budget committees have completed their independent work on the State budget, addressing Governor Brown's May Revise released on May 14, 2013, and will now move into conference committees to adopt a final budget by the June 15, 2013 deadline. The May Revise reflected an increase in funds over the original January budget projections, estimating that revenues will be $2.8 billion higher than projected in the current fiscal year, but $1.3 billion lower in the Budget year, with a $1.1 billion reserve. This multi-year budget is balanced at this time, however, there are many potential risks that could affect it including uncertainty around the pace of economic recovery, prison costs and federal court actions, rising health care costs, federal court actions on redevelopment and Medi-Cal provider rates, and sequestration.

The current fiscal year increases over the January estimates are a result of higher than expected personal income tax receipts. The May Revise estimates personal income tax attributed to fiscal year 2012-13 will be $3.3 billion higher than prior estimates due an assumption that individuals shifted income from 2013 to 2012 to avoid federal tax hikes and as a result of modest growth. The assumption for fiscal year 2013-2014 is that due to the elimination of the federal payroll tax holiday and sequestration, revenues will be lower than originally estimated in January.

Transportation

For the most part, transportation remained relatively stable in the May Revise with the most significant changes including a decrease in funding for Caltrans staff as a result of an anticipated decrease in workload due to the expiration of temporary American Recovery and Reinvestment Act (ARRA) funds and the declining amount of Proposition 1B funds. In addition, due to a requirement in MAP-21 that requires short distance Amtrak services to be funded by 100% by states, the May Revise augments funding for Amtrak service by $18.6 million.

Cap & Trade: The May Revise did not contain any funds for greenhouse gas reduction programs. The Governor proposed loaning $500 million in anticipated funds from the Greenhouse Gas Reduction Fund to the general fund. This amount reflects the amount of cap and trade auction proceeds for 2012-13 and 2013-14. The loan is intended to be short term and to be repaid with interest, primarily to increase the state's reserve. In addition, the Department of Finance and the California Air Resources Board (CARB) noted that this action will provide additional time for the agencies to develop an expenditure that is more consistent with the amount of auction revenue anticipated. In order to comply with state law, the Department of Finance released the same expenditure plan as adopted by CARB in late April, which reflected Governor Brown's priorities as defined in the January Budget proposal, including funding for three areas with the largest amount for sustainable communities and clean transportation:

- Sustainable Communities & Clean Transportation
- Energy Efficiency & Clean Energy, and
- Natural Resources & Water Diversion.

During budget committee hearings, the Assembly adopted a compromise measure that would authorize a loan of up to $400 million to the general fund. The remaining $100 million would be un-appropriated, but its allocation would be subject to future legislation such as AB 574, or AB 416, or incorporation of components of these bills as part of the budget bill language. The Senate adopted the Governor's May Revise general fund loan proposal and the difference will be addressed during conference committee actions. Both AB 574 and AB 416 which address possible allocation methods for Cap & Trade funds were held in Assembly Appropriations.

Policy

Working Groups: The State has established two working groups to address freight and goods movement as well as to address transportation finance and project implementation policies**.**

California Freight Advisory Committee (CFAC): The California Department of Transportation (Caltrans) assembled a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders in response to the reauthorization of the federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP–21). The CFAC will initially play a key role in the identification of a national freight network and the development of a California Freight Mobility Plan, and will also serve as a standing committee that will advise the state on freight issues beyond those required by MAP-21. The CFAC will advise the state on freight-related priorities, issues, projects, and funding needs, as well as to serve as a forum for discussion for state transportation decisions affecting freight mobility. The next meeting of this group in in Southern California on June 12, 2013.

California Transportation Infrastructure Priorities Working Group: The Business, Transportation & Housing Agency convened the first meeting of the Transportation Finance Working Group. This first meeting was attended by about 60 individuals representing a wide range of organizations and state agencies, but it does not include a representative from the legislature.

The goal of this group is to explore long-term funding options and evaluate the best ways to deliver transportation needs in California. At the first meeting four subgroups were formed to examine highways, mass transit, local roads, and active transportation. These subgroups are expected to start meeting in May. The entire working group will meet periodically, and be informed by the work of subgroups. In addition, a status reports will also be provided during the

California Transportation Commission's monthly meetings.

Key outcomes for the group will include prioritizing infrastructure needs, identifying funding options, identifying the appropriate level of government for delivery of projects, and establishing performance measures. Integrating into all of these issues will be the implementation of SB 375. The results or findings made by this group are not expected to be completed until much later this year, and will likely not influence the budget or legislation until next year at the earliest. Alameda CTC does not have a seat on this committee; however, two members of the Self-Help Counties Coalition (SHCC) sit on this committee and provide updates to the SHCC.

Recommended Legislative Positions

The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The following recommendation is related to Alameda CTC's transportation funding element in the legislative program and reflects the adopted program. Staff recommends a position on the following bill:

AB 466 (Quark-Silva) Federal Transportation Funds. This bill would statutorily define the distribution factors for the federal Congestion Mitigation and Air Quality (CMAQ) Program and include those that were used to allocate funds prior to the enactment of MAP 21, which removed the distribution factors and allocated the funds in a lump sum to states. During fiscal year 2012-2013, CMAQ funds were distributed to metropolitan planning organizations (MPOs) consistent with the distribution factors in the previous federal surface transportation bill to provide stability and assurance of funding for projects and programs in the development and implementation pipeline during the transition period into MAP-21 AB 466 is necessary to define distribution factors to ensure that the fiscal year 2013-2014 allocations of CMAQ funds are distributed to the regions, rather than by Caltrans discretion to non-attainment areas as allowed in MAP-21. CMAQ funds are a critical element of the One Bay Area Grant program and AB 466 will provide certainty in funding amounts to the regions for allocation. Alameda CTC's legislative program supports protecting funding for transportation and this bill will ensure continued funding levels of CMAQ funds to the regions per their proportional share. Staff recommends a **SUPPORT** position on this bill.

Update on AB 210

AB 210 (Wieckowski with coauthors: Bonta, Buchanan, Quirk, and Skinner) Transactions and use taxes: County of Alameda and the County of Contra Costa Update: Alameda CTC's bill to allow the Commission to exceed the 2% limit on local sales taxes passed out of the Assembly is scheduled for a hearing in the Senate Governance and Finance Committee on June 5, 2013. Alameda CTC staff will testify in support of the bill.

Legislative coordination efforts

Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including both on coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Coordination activities: In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies.

Fiscal Impact
No direct fiscal impact

Attachment
Attachment A: Alameda CTC Legislative Program and Actions Summary

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2013 Alameda County Legislative Priorities

This legislative program supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

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

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment"

[This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds-voter threshhold for voter-approved transportation measures. • Support legislation that increases the buying power of the gas tax • Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means. • Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	• Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	• Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent; AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot	•
	Protect and enhance voter-approved funding	• Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations. • Support legislation that protects against transportation funding diversions to the General Fund. • Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire and implement grants to advance project and program delivery. • Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	• On-going monitoring	• AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spaces • AB 791: Oppose changes to current methods for adjusting the excise fuel tax	•
Project Delivery	Advance innovative project delivery	• Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery. • Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility. • Support innovative project delivery methods. • Support HOT lane expansion in Alameda County and the Bay Area. • Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	• On-going monitoring	•	•
	Ensure cost-effective project delivery	• Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems. • Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	• On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	•	•

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. • Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. • Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.	• On-going monitoring	• SB 391: Support ability to create a revenue stream for low-income housing that will assist with SB 375 requirements to house all income levels of the population within the region	•
	Expand multimodal systems and flexibility	• Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. • Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.	• On-going work with agency coordination, grant development and legislative advocacy	•	•
Climate Change	Support climate change legislation	• Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. • Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. • To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.	• On-going monitoring	•	•
	Support cap-and-trade expenditure plan	• Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.	• Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform	• AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS	• .
	Support legislation and policies that support emerging technologies	• Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.	• On-going monitoring	•	•
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. • Support legislation and policies that promote governmental efficiencies and cost savings in transportation. • Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.	• On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. • An updated Alameda CTC procurement policy will support business participation efforts.	• Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee	•

ALAMEDA County Transportation Commission

Memorandum

DATE: June 03, 2013

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: **Approval of Transportation Expenditure Plan Ad Hoc Committee Formation and Implementation Schedule**

Recommendation
It is recommended that the Commission form an ad hoc committee to address the next steps in Alameda County's transportation expenditure plan development and placement on the ballot, and approve a proposed schedule for immediate next steps.

Summary
Formation of an ad hoc committee of the Commission will enable a focused discussion on reauthorization of the current transportation sales tax program, a determination on the appropriate time to place another sales tax measure on the ballot, a framework for which a transportation expenditure plan could be developed and what should be included, and the duration of the new sales tax program. Per the Alameda CTC Administrative Code, Section 4.1.14, the Commission may form ad hoc committees to accomplish necessary activities of the Commission which do not fall under regular Standing Committee activities.

The ad hoc committee will be charged with discussing TEP options, strategies and next steps for moving forward with reauthorization of Measure B, including determining if it will be placed on the Alameda County ballot in November 2014 or November 2016, or during other election cycles. This committee will review draft polling questions for a late summer 2013 poll which will be used as a guide for determining when to go before voters. If it is determined that a TEP will move forward on the 2014 ballot, the committee will be responsible for finalizing a TEP to recommend for approval by the full Commission. The committee will also review the outcome of the failed Measure B1, including 2012 voter turnout and demographics by city.

Composition of the ad hoc committee will include Commission members from the Board of Supervisors and cities representing all areas of the County. The Alameda CTC chair will designate members to participate on the ad hoc committee to ensure equitable representation.

In addition, the Alameda CTC will seek a consultant team to perform a poll in summer 2013 that is within the executive director's contracting authority. The purpose of the poll will be to provide feedback into the decision making process regarding when to place another measure on the

ballot. This memo seeks approval of the ad hoc committee formation and the schedule for immediate next steps as described in more detail below. It is anticipated that the first meeting of the ad hoc committee will be in July 2013.

Background

Alameda County has benefited from more than twenty-five years of local transportation sales tax funding, which far exceeds annual amounts from either state or federal funds.

From 2010 to 2012, the Alameda CTC performed a highly inclusive public and technical process to develop the county's long-range Countywide Transportation Plan (CWTP) and a new Transportation Expenditure Plan (TEP) to place on the 2012 ballot. A $7.8 billion TEP was crafted that included increased funding for all pass-through programs to local jurisdictions, investments in transit, highways, goods movement infrastructure, roads, bicycle and pedestrian infrastructure and programs, as well as new technologies, senior and disabled transportation and investments that link transportation, housing and jobs. The TEP was crafted based upon increasing the existing transportation sales tax measure by half a penny in perpetuity and included specific timeframes for bringing a new expenditure plan before voters to direct how future sales tax dollars would be spent. On November 6, 2012, the Alameda County measure that included the TEP and sales tax augmentation, Measure B1, did not achieve the 2/3 voter approval required by state law, failing by 721 votes.

During the two year development process for crafting the TEP, the Alameda CTC worked with involved almost 2,000 residents and groups representing seniors, people with disabilities, bicycle advocates, environmental, education and faith-based groups, businesses and local agency jurisdictions. The TEP development was guided by a Steering Committee of Alameda CTC Commission members that received input from a 27-member Community Advisory Working Group (CAWG) and a 35-member Technical Advisory Working Group (TAWG). In addition, a significant outreach effort to seek public input on needs and priorities was performed throughout the County.

Once the TEP was finalized in early 2012, it was presented to and approved by every city in the County and the Board of Supervisors. In July 2012, the Board of Supervisors voted to place a measure on the ballot that would augment the sales tax to fund the projects and programs listed in the TEP. On November 6, 2012, Measure B1 was on the Alameda County ballot to continue a steady stream of local funding for important transportation projects and programs throughout Alameda County. The measure received 66.53% of voter support, not enough to surpass the state's two-thirds requirement (66.67%) for passage of voter-approved taxes. Alameda County's existing sales tax, Measure B, was first approved by voters in 1986, and reauthorized in 2000 with the support of 81.5% of Alameda County voters.

While the current Measure B, which provides almost $120 million per year in local sales tax funds, does not expire until March 31, 2022, there are only two presidential elections available for the County to pursue a ballot measure prior to cessation of the current measure, and four general elections in total, if non-presidential elections are included: 2014, 2016, 2018, 2020. The Commission may also consider placement of a measure on June ballots.

To allow pursuit of reauthorization and augmentation of the existing sales tax measure, the Alameda CTC sponsored legislation, carried by Assemblymember Wieckowski and co-authored by the Alameda County state delegation, to allow placement of another measure on the ballot. This bill, AB 210, is moving through the current legislative session.

Ad Hoc Committee Immediate Schedule and Activities

The following summarizes initial ad hoc committee activities to address the next steps on the TEP.

- June 2013: Formation of Ad Hoc Measure B Reauthorization Committee
- July 2013: Hold first meeting of Ad Hoc Measure B Reauthorization Committee to review 2012 election results and provide feedback on draft polling questions
- September 2013:
    - Review polling outcomes
    - Review schedules for placement of a TEP on different ballot measures
    - Make a recommendation to the full Commission regarding placement of a new measure on the ballot in 2014 or at a future date, including adoption of an implementation schedule for TEP development and placement on the ballot.

If the Commission determines that the TEP should be included on the November 2014 ballot, the following schedule details the next steps necessary to do so:

- October through November 2013: Evaluate and make a determination on any changes to the existing TEP, including projects and policies included in the current TEP, as well as determine the length and value of anticipated revenues from an augmented sales tax, and determine when collection of the sales tax would begin.
- December 2013: Alameda CTC adopts a final TEP
- January through June 2014: Alameda CTC presents and seeks City Council, Board of Supervisors and transit operator approvals the TEP
- July 2014: Request the Alameda County Board of Supervisors approval to place a new sales tax measure and approved TEP on the November 4, 2014 ballot
- July through November 2014: On-going agency outreach and education
- November 4, 2014: Election Day

If the Commission determines that the TEP should be placed on a ballot beyond November 2014, a separate implementation schedule will be developed for adoption by the Commission that will detail the TEP developmental and approvals steps necessary to complete the document and place a measure on the ballot.

Fiscal Impact

For the immediate next steps, a poll will be commissioned that will fall under the executive director's contracting authority not to exceed $50,000. When a determination is made on when to place a new measure on the ballot, the fiscal impact will be developed and a recommendation will be brought before the Commission for approval.

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ALAMEDA County Transportation Commission

Memorandum

DATE: May 30, 2013

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Approval of Goods Movement Collaborative and Authorization to Release a Request for Proposals for Development of an Alameda Countywide Goods Movement Plan**

Recommendation
It is recommended that the Commission approve the establishment of an Alameda Countywide Goods Movement Collaborative, which will serve as an organized structure for policy, planning and advocacy efforts for Goods Movement, and authorize release of a Request for Proposals for development of an Alameda Countywide Goods Movement Plan.

Summary
Freight and goods movement is central to a strong economy in Alameda County, the Bay Area and the nation. To ensure that Alameda County's economy and the Bay Area as a whole (by virtue of Alameda County's central location, freeways and the location of the Port of Oakland) are supported by a robust goods movement system, Alameda CTC will develop a two pronged, integrated approach to address the goods movement needs in the County. This will be done through the creation of a goods movement collaborative that will bring together partners and stakeholders to create a unified effort to support and advocate for freight and goods movement, and technical studies that will result in an Alameda Countywide Goods Movement Plan to identify needs and short and long term priorities. The Alameda CTC goods movement planning activities will be developed with a timeline that will directly feed into state and federal freight planning efforts. This memo summarizes the approach and schedules for developing a Goods Movement Collaborative and a Goods Movement Plan.

Background
The movement of goods to and from markets underpins economic activity and supports job creation, retention and expansion. On the West Coast, three seaports are primary gateways for goods movement and serve approximately 45 percent of all cargo entering the United States: the Ports of Long Beach, Los Angeles and Oakland. In Alameda County, the Port of Oakland is a major job creator and a large contributor of tax revenue in the Bay Area as a result of direct and indirect Port jobs that support the movement of goods, including air cargo through the Oakland Airport. In addition, Alameda County is home to four nationally designated freight corridors,

including I-80, I-880, I-238, and I-580.
The ability to move goods and services throughout the region is critical for supporting economic activity, innovation and vibrant communities. The movement of goods, however, is hindered by:

- aging infrastructure (outdated interchanges and freeways),
- lack of freight supportive infrastructure,
- congestion,
- land use policy and development that result in higher prices for goods and/or loss of industrial zoned uses,
- increased trucks on the roadways due to increased demand for goods locally and to freight entering Southern California ports being transported on trucks to the Bay Area, which results in a reduction in goods and air cargo moving through the Port of Oakland, and
- emissions and environmental impacts to local communities.

Planning initiatives for goods movement have occurred on the federal, state, regional, and local levels, yet many of these plans are outdated. Also, funding for transportation infrastructure improvements has declined considerably, with no new, stable funding sources to support the infrastructure needs of transportation, including goods movement. Creating a plan, identifying priorities and advocating for them will become more important as the transportation industry competes for scarce funding, as well as to meet policy objectives at the federal and state levels.

The current national surface transportation authorization, known as Moving Ahead for Progress in the twenty-first Century (MAP-21), enacted in October 2012 as a two-year bill through September 2014, requires the development of new freight initiatives including the establishment of a national primary freight network comprised of 27,000 centerline freeway miles and rural roads, as well development of freight policies to support freight and goods movement needs in the United States. In addition, MAP-21 requires that each state develop a state freight plan, performance measures, an inventory of freight infrastructure and identification of how the state will address its freight needs. California established a statewide freight advisory committee in April 2013 to work on the update of the state's freight plan which will include identification of freight needs, policies, performance measures, a freight infrastructure inventory and strategies to address freight needs in compliance with MAP-21. The Alameda CTC has a seat on this committee, known as the California Freight Advisory Committee, and all planning efforts done at Alameda CTC will be on a timeline that will feed into the state and federal planning processes.

A Goods Movement Collaborative and Plan

To meet increasing demands for goods movement with limited funding available for transportation infrastructure improvements, and to address policy requirements, environmental impacts and concerns about transporting freight within and across communities, Alameda CTC will establish a Goods Movement Collaborative and develop a Countywide Goods Movement Plan to create an organized structure for identifying, planning and advocating for goods movement projects and programs in Alameda County and the region. Further, the Goods Movement Collaborative and Plan will create the opportunity for development of a long range vision and identification of the benefits Goods Movement brings to Alameda County's competitiveness on a global, national, statewide, and regional level. A long range plan serves as the guide to developing the transportation infrastructure needed to support goods movement

goals in a systematic and measured way, so that funding can be obtained. A collaborative creates an organized structure to bring goods movement interests to the table and to ensure effective advocacy for goods movement needs in Alameda County.

Many areas around the country have already established comprehensive approaches to bringing public, private, regulatory and elected officials together to plan, prioritize and implement goods movement investments to support their economies and communities. Collaboration and planning in Northern California is critical to ensure efficient goods movement in and out of the state and beyond, expand job opportunities, attract investments, support local economies (through jobs and tax revenues) and to enhance development that is supportive of clean/green goods movement and vibrant, healthy communities.

Goods Movement Collaborative and Plan Guiding Principles

Establishing strong partnerships and effective planning throughout the Northern California region, beginning initially with Alameda County, will improve goods movement efficiency, attract investments and support local community development. The Alameda CTC will develop a Goods Movement Collaborative and Plan that will be guided by the following principles:

- **Advance economic competitiveness on a global, national and regional level by establishing partnerships** throughout Northern California, to improve goods movement efficiency, attract investments and support community development, including land use development that embraces the needs of freight and goods movement, such as manufacturing and warehousing, as well as linking Priority Development Areas in a way that also supports jobs and transportation access to goods movement industries;
- **Ensure an integrated, reliable, efficient, and effective use of the existing and future transportation systems to support goods movement by identifying funding priorities** in Alameda County that will inform the 2016 Countywide Transportation Plan and the next Alameda County Transportation Expenditure Plan, as well as regional, state and national goods movement plans. The Alameda CTC is embarking on development of three countywide planning efforts: goods movement, transit and arterial corridor mobility. The goods movement plan will include coordination with the development of the other two plans as well as the already adopted countywide transportation plan and bicycle and pedestrian plans;
- **Develop a sustainable goods movement system that supports a clean, healthy environment through safe movement of goods** through and within the region and within local jurisdictions by establishing policies and planning efforts consistent with and non-duplicative of other planning efforts to improve the condition and performance of freight-related transportation assets in Alameda County, enhance economic competitiveness, promote job creation and complete and livable communities, and meet our goals regarding congestion relief, safety, performance, productivity, environment and equity; and;
- **Identify short and long term goods movement priorities and establish advocacy methods to implement projects** including an initial short list of freight related projects and priorities developed from existing plans and programming documents and from initial input from stakeholders that can immediately be used to inform current state and national processes.

The following describes the proposed structure and process and scope of work for the creation of a first Alameda Countywide Goods Movement Collaborative and Plan.

Goods Movement Collaborative and Plan Structure and Process

Because of its location and being home to the Port of Oakland, Alameda County functions as a gateway for freight movement in the Bay Area. While many studies have been conducted about freight and goods movement in the Bay Region and the State, freight related transportation needs and priorities and their relationship to the Bay Area economy have not been defined in Alameda County. In addition, there has not been an on-going effective government, private, public and legislative structure to advance the needs and priorities of not only Alameda County, but also the Bay Area. Creating a unified approach for keeping goods movement forefront in planning, policy, land use and legislative activities will ensure that Alameda County and the Bay Area as a whole are supported by a reliable, efficient and safe transportation system.

The following outlines the proposed approach to establishing a Goods Movement Collaborative and a Countywide Goods Movement Plan. Both address two focus areas for goods movement:

- **Infrastructure**: freeway, roads, rail, grade separations, intermodal connections, port infrastructure, including maritime and airport access, clean fueling, vehicle technologies and other freight and goods movement supportive infrastructure.

- **Economy, community and environment**: economic strategies to attract financing; economic development through working with partners such as East Bay Economic Development Alliance (East Bay EDA), Silicon Valley Leadership Group, Bay Area Council, and others to attract businesses that support goods movement; link goods movement efforts with existing efforts such as the Green Corridor along I-80 and I-880 which focuses on green manufacturing, and I-Gate along the I-580 corridor to support green transportation technology; land use planning to support the needs of goods movement, warehousing, manufacturing that also supports clean and vibrant local communities; environmental opportunities to reduce GHG and particulate matter and support clean technologies.

Multiple partners could be at the table for each of these goods movement areas and creating the right structure for effective goods movement planning and collaboration is essential to ensure success. The following are potential partners for this process and a proposed structure for partner participation:

Potential Partners

Goods movement collaborators may include, but are not limited to, the following public agencies, owner/operators, business supportive organizations, freight supportive businesses, regulatory agencies and environmental and community based organizations:

Public

- Alameda County Transportation Commission
- Alameda County jurisdictions
- Port of Oakland

- Metropolitan Transportation Commission
- Contra Costa Transportation Authority
- San Joaquin Council of Governments
- Santa Clara Valley Transportation Authority
- Solano Transportation Authority
- Caltrans
- California Business, Transportation and Housing Agency
- Federal Highway Administration
- Federal Rail Administration
- Federal Maritime Administration
- Federal Aviation Administration

Owner/Operator

- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- Marine Terminal Operators
- Capital Corridor (also public)
- ACE (also public)

Business Supportive Organizations

- East Bay Economic Development Alliance
- Contra Costa Economic Council
- Silicon Valley Leadership Group
- Bay Area Council
- Chambers of Commerce

Goods Movement Businesses

- Warehousing
- Logistics
- Manufacturing
- Transportation/Trucking, shipping, air
- Beneficial Cargo Owners

Regulatory Agencies

- California Air Resources Board (cap and trade funding opportunities and freight studies),
- Bay Area Air Quality Management District
- Bay Conservation and Development Commission
- US Army Corps of Engineers
- US Fish and Wildlife Agency
- Environmental Protection Agency

Environmental and Community Based Organizations

- Alameda CTC will work with MTC, the Port of Oakland and other public agencies to create a list of environmental and community based organizations that have been

interested and engaged in previous goods movement efforts to participate in the Goods Movement Collaborative and Plan processes.

Proposed collaborative structure

The proposed structure to create a collaborative includes different levels of leadership, expertise and methods of involvement. Leadership by elected officials will be through the Alameda County Transportation Commission and its partner agency elected and appointed officials.

Leadership Team: This team will include Executive Directors, or their designees, from organizations listed below as a core non-elected leadership team to develop the collaborative and advance its agenda in an on-going process. The Leadership Team will begin with a focus on Alameda County and potentially broaden to the region and San Joaquin County:

Alameda County focus

- Alameda County Transportation Commission
- Port of Oakland
- Metropolitan Transportation Commission
- Caltrans
- East Bay EDA

Expanded focus

- Contra Costa Transportation Authority
- San Joaquin Council of Governments
- Santa Clara Valley Transportation Authority
- Solano Transportation Authority
- Contra Costa Economic Council
- Silicon Valley Leadership Group

Technical Team: This team will include staff that represents each of the Leadership Team agencies, as well as specific cities along freight route corridors that will have influence in land use decision-making that could affect freight. This team will also include regulatory agency staff, Caltrans, FHWA, Capital Corridor, ACE, and other technical staff related to Goods Movement.

Focus Groups: The Alameda CTC will conduct a series of focus group meetings with goods movement supportive businesses, owner/operators, private industry, special interests and environmental and community based organizations to identify issues, needs, priorities and strategies for addressing goods movement in Alameda County. The information from these focus groups will feed into the work of the Leadership and Technical Teams and will be brought into the discussions at the goods movement roundtables, as described below.

Goods Movement Roundtable: The purpose of the Goods Movement Roundtable is to establish a platform for engagement and participation in the Goods Movement Collaborative and Plan by all interested parties. The roundtable will meet quarterly and will provide a forum for input on Collaborative and Plan development tasks, educational and partnering opportunities,

and strategic advocacy efforts for advancing Goods Movement in Alameda County. In addition, the Roundtable will offer participation in the policy, planning, prioritizing and financing discussions around Goods Movement.

Goods Movement Collaborative Scope of Work, Deliverables and Schedule

The following deliverables will support the development of an Alameda CTC Goods Movement Collaborative and will set the stage for future collaboration. policy development and advocacy with partners to improve freight and goods movement in Northern California and to protect the environment and communities. It will also serve as the governance structure for the development of the Countywide Goods Movement Plan.

1. **Define Collaborative Purpose and Roles and Establish Leadership and Technical Teams, Conduct Focus Group work**

   The first step in developing the Alameda CTC Goods Movement Collaborative is to create the purpose and need for a collaborative, get buy in and create the Leadership and Technical Teams

   Deliverables:

   - Create Collaborative Purpose and Needs that defines the importance and significance of this effort for Alameda County and the region.
   - Establish Leadership and Technical Teams and get buy in from all partner agency boards
   - Establish full implementation timeline that includes the Collaborative establishment, planning schedule, legislative timelines and needs, and integration with future planning (Goods Movement Plan, Countywide Transit Plan, Intermodal Corridor Arterial Mobility Plan, Countywide Bicycle and Pedestrian Plans, Countywide Transportation Plan, Transportation Expenditure Plan, and Regional Transportation Plan) and funding (TEP, the next iteration of MAP-21, Cap and Trade)
   - Conduct focus group meetings with stakeholders to inform Leadership and Technical Teams

   Schedule:

   - June/July: Working with partner agencies, clearly define purpose, roles and goals for Collaborative
   - July-September: Adoption of Goods Movement Collaborative and approach by each agency for Leadership and Technical Teams
   - July-September: Adoption of implementation timeline for Collaborative effort
   - Early 2014, initiate first round of focus group meetings. More than one set of focus group meetings will occur throughout the development of the Goods Movement Plan
   - On-going meetings throughout the development of the Goods Movement Plan

2. **Establish and Support Goods Movement Roundtable**

   Establish a Goods Movement Roundtable that will participate in all the Collaborative and Plan development efforts on a quarterly basis. The aim of this group is to ensure that they are involved, have a formal way of input, can advocate and support investments for goods movement.

Deliverables:

- Create strategic list of Roundtable participants with Leadership and Technical Teams
- Create "making the case materials" to inspire participation, engagement and advocacy
- Conduct quarterly Roundtable meetings

Schedule:

- July: Identify Roundtable participants
- August - September: Create collaborative materials
- November: Hold first Roundtable meeting
- On-going Roundtable meetings throughout development of Goods Movement Plan and post plan development to implement strategic policy and advocacy efforts

3. Develop Goods Movement Policy and Advocacy

Development of goods movement policies that can influence, local, regional, state and federal efforts can be used to address the growing freight movement needs and address environmental and community concerns.

In addition, policies can be used as advocacy pieces for funding and a range of other policy initiatives that could support freight.

Deliverables:

- Integrate goods movement into partner agency strategic planning and legislative activities
- Develop goods movement strategic advocacy plan
- Develop countywide goods movement policies in conjunction with the development of the Goods Movement Plan
- Deploy strategic advocacy plan with partner agencies and stakeholders

Schedule:

- Fall 2013 – integrate goods movements as priority into Alameda CTC and partner agency work plans and legislative programs
- Fall 2013/Winter 2014 – create a strategic advocacy approach for legislative, funding and education for Goods Movement needs and priorities
- Fall 2013 through 2015 – develop goods movement policies as part of Goods Movement Plan and integrate into advocacy efforts

Goods Movement Plan Scope of Work, Deliverables and Schedule

Development of a Goods Movement Plan is paramount for establishing a long range vision and articulating the benefits that goods movement brings for on-going competitiveness on a global, national, statewide, and regional level and for promoting vital and vibrant communities. A long range plan serves as the guide to developing the transportation infrastructure needed to support goods movement goals in a systematic and measured way, so that funding can be obtained. In addition, a shorter range identification of priorities is also needed to provide early input into the State's Freight and MAP-21 processes. The Countywide Goods Movement Plan development is

tied to deliverables needed to inform the development of the State's Freight Plan as described below.

Developing a long-range countywide Goods Movement Plan will address and deepen our understanding of the importance, benefits and relationship of goods movement to the vitality of Alameda County, the San Francisco Bay Area, California and the nation and will allow us to identify the following:

- System infrastructure and service inventory needs for roads, rail, air (passenger and cargo), and maritime;
- Existing and future demographics trends, including freight flows, freight growth, freight demand, infrastructure capacity needs, and employment needs;
- Port infrastructure to increase economic competitiveness;
- Economic, Environmental and Community needs, benefits and impacts;
- Strategies for improving freight mobility at the local, region, state and national/global level and on modal systems (road, rail, air, maritime);
- Strategies for maximizing economic and community growth opportunities while also mitigating/minimizing the impacts and effects of good movement;
- Freight priorities and companion mitigation measures that should be funded in Alameda County;
- Opportunities to improve the condition and performance of goods movement in Alameda County and support investment in freight transportation projects; and
- Additional strategies for building partnerships/alliances with all levels of government and businesses and community.

In addition, a Goods Movement Plan will allow the Alameda CTC to establish project and funding priorities that will:

- **Inform and nest within existing and future plans,** including the State Freight Mobility Plan (draft currently scheduled to be completed by December 2013 and final by August 2014) and future regional goods movement studies and plans.
- **Compete successfully in future federal funding opportunities** through active contribution of project priorities in the State of California plan development and future regional plans.
- **Leverage funding opportunities through project readiness to successfully compete** for new sources of funding (Cap and Trade, Measure B,)
- **Enhance economic competitiveness, improve freight and overall mobility, allow for expansion through operational improvements while enhancing communities and neighborhoods.**

The following tasks summarize the scope of services needed for development of a countywide Goods Movement Plan in Alameda County. The schedule by task and deliverable is found in Attachment A. The first two tasks are already underway in order to be ready with early input into the State's freight planning process, which will be required by Fall 2013. The remaining tasks represent longer range planning efforts that are tied to the next update of the Regional Transportation Plan and Countywide Transportation Plan.

1. **Inventory of Existing Plans and Programming Documents**
   Inventory existing plans and programming documents to identify goods movement related projects and policies, including Port of Oakland and Capitol Corridor priorities. This task includes a summary of existing policies and project descriptions, status and costs. Because of the Alameda CTC membership on the State Freight Advisory Committee, the inventory should also include policies and projects from Bay Area counties.

   Deliverables*:*
   - Technical memorandum documenting inventory process, projects and policies

2. **Initial Prioritized 5-year List of Goods Movement Infrastructure Projects**
   Using the inventory results in Task 1, develop an initial prioritized 5-year list of goods movement infrastructure projects as well as project screening criteria consistent with State and Federal goals, strategies, policies and performance measures from which to prioritize the projects. Seek input from stakeholders and work with Alameda CTC to prepare a submittal to the State for inclusion in California Freight Planning process and include in the Congestion Management Program Capital Improvement Program/Program Improvement Program, if appropriate. This task also includes the development of cost estimates and fact sheets.

   Deliverables:
   - Technical Memorandum documenting prioritization process and project priorities

3. **Inventory of Existing Freight System Infrastructure and Service Assets and Analysis of Existing and Future Demographic Trends**
   Conduct an inventory of existing freight and goods movement infrastructure and service assets in Alameda County, including roads, rail, air (passenger and cargo), maritime assets and analyze existing and future demographics trends, including population, housing, freight flows, freight growth, freight demand, freight movement in the region, infrastructure capacity needs, employment needs/job creation, industries and commodity flows. This task includes the development of network maps and demographic profiles.

   Deliverables:
   - Technical Memorandum documenting inventory of freight assets by mode and existing and future demographic and freight trends

4. **Document the Importance and Benefits of Goods Movement**
   Document the importance and benefits, including economic and community benefits, of goods movement to Alameda County, the Bay Area, California and the US/Pacific Rim. Establish a long range Goods Movement vision with strategic goals and objectives and recommended policies and define Alameda County and the region's function as a gateway for the import and export of goods and services, including how surrounding Bay Area counties interact with Alameda County for the movement of goods and services and the economic impact Alameda County has in the region. This task should also identify issues and constraints to moving goods and services that should be discussed and addressed in the collaborative approach and plan.

Deliverables:

- Technical Memorandum documenting benefits of goods movement and long range vision, goals and objectives as well as issues and constraints

5. **Develop Multi-modal Performance Measures and Targets**
   Develop multi-modal performance measures consistent with federal, state and regional efforts and develop project selection methodology and criteria.

   Deliverables:

   - Technical Memorandum documenting performance measures and project selection methodology

6. **Develop Freight Forecasts and Future Growth in Freight Demand**
   Using trend data developed in Task 3, develop datasets and models to forecast future freight demand and growth in Alameda County. The approach in this task should build on existing data and models and does not include developing a new freight model.

   Deliverables:

   - Technical Memorandum and associated datasets and models to forecast future freight growth

7. **Evaluate the Impact of Goods Movement Activities on the Existing and Future Transportation System**
   Using a performance based analysis and the information developed in previous tasks, analyze the existing and future impact of goods movement on the Alameda County transportation system. This task will identify existing and future physical, operational, and institutional impacts, needs, opportunities and constraints for all modes including roads, rail, air (passenger and cargo), maritime.

   Deliverables:

   - Technical Memorandum documenting impacts and freight system infrastructure needs, opportunities and constraints

8. **Evaluate the Effects of Goods Movement on the Economy, Environment and Community.**
   This task will identify the benefit and impact of goods movement on Alameda County and the region's economy, environment and local communities, including addressing air quality, light and noise pollution, congestion, safety, land use, and increased costs to maintain the transportation and other infrastructure systems. In addition to identifying impacts, this task will also address the benefits the goods movement system contributes to economic growth and community vibrancy in Alameda County.

   Deliverables:

   - Technical Memorandum documenting the results of the evaluation on the effects of goods movement on the economy, environment and community

9. **Identify and Evaluate Strategies for Improving Goods Movement**
   Identify and evaluate strategies for improving goods movement that results in a prioritized list of infrastructure projects, including both physical and operational projects to improve the flow of goods and services to Alameda County and the region. Because this is a long range plan and process, the role of new technologies should also be included as well as policies to promote freight infrastructure needs in Alameda County and the region at the State and Federal level. Preliminary project cost estimates and fact sheets will also be developed. This task includes development of an implementation plan and identification of funding sources.

   Deliverables:
   - Technical Memorandum documenting strategies for improving goods movement, including a list of prioritized projects and polices to promote Alameda County infrastructure needs and an implementation plan

10. **Identify and Evaluate Strategies for Minimizing the Impact and Maximizing the Benefit of Goods Movement on Communities, the Environment, and the Economy**
    This task includes identifying economic, environmental and community strategies to attract financing and businesses that support goods movement, promote green technologies to support healthy communities and support land use development that balances the need for jobs and housing. This task also includes identification of ways to minimize the impact and maximize the benefit of a vibrant goods movement system in Alameda County and the region.

    Deliverables:
    - Technical Memorandum documenting strategies for minimizing the impact and maximizing the benefit on the economy, the environment and communities

11. **Stakeholder input, governance and public outreach,** including **coordinating the Plan's development with** the on-going Countywide Transit and Multi-modal Arterial Corridor Plans and **developing a region wide partnership/alliance** to champion county and regional goods movement needs and to remain competitive and communicate the imperative need to improve access to the Port of Oakland.

    Deliverables:
    - Technical and meeting support for the implementation of the Goods Movement Collaborative, including meeting preparation, presentations, summaries, and information materials for up to 100 Commission, technical, focus group and Roundtable meetings

12. **Prepare Administrative, Draft and Final Plan**
    This task assumes that an administrative, draft and final document will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand alone Executive Summary and will include a compilation of the technical memorandums. Twenty hard copies of each plan and an electronic version of each document should be assumed.

Deliverables:

- Twenty hard and one electronic copies of Administrative, Draft and Final Documents

13. Coordination with Other Countywide Planning Efforts.

The Alameda CTC is embarking on development of three countywide planning efforts: goods movement, transit and arterial corridor mobility. The development of the goods movement plan will include a task for coordination with the development of the other two plans.

Deliverables:

- Project coordination with other studies

Fiscal Impact

Funding for this action is included in the proposed Fiscal Year 2013-14 budget.

Attachment

Attachment A: Proposed schedule for Goods Movement Plan Development

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Attachment A: Good Movement Plan Development Schedule

	2013						2014												2015								
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Task	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Scope/Consultant																											
1 Inventory projects and policies*																											
2 5-year prioritized initial project list to inform state process*																											
3 Inventory infrastructure and assets/demographic trends																											
4 Document Goods Movement benefit																											
5 Performance measures and targets																											
6 Forecasts and growth projections																											
7 Evaluation of Goods Movement effects: opportunities and impacts																											
8 Evaluation of economic environment and community effects: opportunities and impacts																											
9 Freight mobility strategies																											
10 Community, environment and economic strategies																											
11 Governance																											
12 Plan Documents																							Admin			Draft		Final

* In order to inform state planning efforts, Alameda CTC has already begun work on these tasks.

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ALAMEDA County Transportation Commission

Memorandum

DATE: June 03, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner

SUBJECT: **Approval of the Southbound I-680 Express Lane Evaluation "After" Study Report**

Recommendation
It is recommended that the Commission approve the draft southbound I-680 Express Lane Evaluation "After" Study report. The Executive Summary of the Draft Report is included as Attachment B. The full and complete report is available at the Alameda CTC website.

Upon approval of the "After" Study, a report on the evaluation results will be sent to the California State Legislature to meet the legislative requirements as mandated by Streets and Highways Code Section 149.5 (Assembly Bill 2032).

This item is also being considered by the I-680 Sunol Smart Carpool Lane Joint Powers Authority.

Summary
The Alameda CTC, as the administering and managing agency for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA), is required to comply with statutory project evaluation requirements as part of administration and operations of the southbound I-680 Express Lane, which opened to traffic in September 2010. The Alameda CTC collected the "Before" Study transportation data in the I-680 corridor during the Fall of 2008 before the implementation of the southbound I-680 Express Lane occurred, and finalized the results in a report entitled: *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. In order to meet the three-year requirement for an evaluation of operations of the corridor and to report back to the Legislature on the demonstration project before September 2013, the "After" Study work on the Express Lane corridor began with data collection in Fall 2012. The firm of Kittelson Associates assisted the Alameda CTC in preparing the "After" Study.

A comparison of the "Before" and "After" evaluations presented in Attachment A- Evaluation Results Summary and B- Draft Executive Summary show that the implementation of the Express Lane improved the performance of the general purpose lanes and the Express Lane and overall corridor performance. Based on the results described in the staff report, the following summary describes how the Express Lane Demonstration Program objectives are met:

- *Objective: Optimize the High Occupancy Vehicle (HOV) lane usage to improve traffic throughput in the corridor.*
  Results: Overall vehicle and person throughput in the corridor increased, average travel times decreased by 2 minutes (13 percent) in the general purpose lanes and 1 minute (4%) in the Express Lane, and average speeds increased by 6 mph in the general purpose lanes and 3 mph in the Express Lane.

- *Objective: Maintain LOS C or better for all express lane users.*
  Results: Express Lane LOS levels did not go below LOS B.

- *Objective: Use net revenue to improve highway and transit in the corridor.*
  Results: Currently all toll revenues are being used towards the Express Lane operations. When net revenue becomes available over and above covering the Express Lane operations, it will be used to improve highway and transit in the corridor

- *Objective: Employ new intelligent transportation system (ITS) technologies*
  Results: Dynamic pricing is currently being deployed to optimize the throughput. Working with the regional partners, technology options for other purposes are being explored including switchable toll tags and automated license plate reading for enforcement purposes.

As required by Statute, Caltrans and the California Highway Patrol reviewed the draft results, and a stakeholder meeting was held on May 28, 2013. Comments were received from Caltrans and at the stakeholders meeting, and have been incorporated into the final report. A draft letter to the Legislature reporting on the results of the "After" Study is provided in Attachment C.

Discussion
The evaluation of the Express Lane is required by the Streets and Highways Code Section 149.5 (g), which states:

Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed flow lanes and any comments submitted by the Department of Transportation and California Highway Patrol regarding operation of the lane.

To meet the above requirements, the southbound I-680 Express Lane Evaluation or "After" Study reports on the performance of the southbound I-680 Express Lane corridor with reference to the corridor operating conditions prior to implementation of the Express Lane as documented in a report entitled *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. The "Before" Study established the procedures for the "After" Study, which is required to be completed no later than three years after the Southbound I-680 Express Lane is open to traffic. The study corridor for the evaluation purposes is southbound I-680 from SR 84 in Alameda County to SR 237 in Santa Clara County. A control corridor, northbound I-680 between Alcosta Boulevard in San Ramon to Livorna Road in Alamo, was also defined in addition to the study corridor to help determine if any changes in travel behavior are due to the Express Lane or to other travel trends in the San Francisco Bay Area.

The primary objectives of the "Before" and "After" evaluations are to 1) optimize the HOV/HOT lane usage to improve traffic throughput in the corridor; 2) maintain a level of service C or better for all Express Lane users; 3) use net revenue to improve highway and transit in the corridor; and 4) employ new intelligent transportation system (ITS) technologies. In order to evaluate the performance of the Express Lane with reference to these objectives, a set of performance measures were identified and relevant data were collected. In addition, input from the project partners and the local jurisdictions were received and used to inform the study development.

The data collection was completed for the "After" Study in the Fall of 2012, similar to the "Before" study in 2008. The data collection included:

- Traffic counts
- Travel time surveys using "floating car" runs
- Manual vehicle classification and occupancy surveys at selected locations
- Aerial photography
- Video recordings at selected locations

The following performance measures, developed for the "Before" study, were used to help evaluate the effectiveness of the Express Lane:

1. Travel time
2. Travel speeds
3. Vehicle and person throughput
4. Bottlenecks and queues
5. Vehicle occupancy
6. Level of service and other measures
7. Transit ridership
8. Safety
9. Violations and enforcement

Analyses were performed for three distinct time periods, where applicable (primarily for Measures 1 through 7 above) for the study and control corridors. The three time periods were AM peak period (5 AM to 9 AM), PM peak period (3 PM to 7 PM) and a 12-hour daytime period (7 AM to 7 PM). These time periods were selected based on the HOV operation hours in the study corridor during the "Before" conditions. Since the AM peak period is the commute direction on the study corridor, more focused analyses were performed for the AM peak period compared to the other two time periods.

<u>Study Results</u>

Based on the data analysis conducted for each performance measure, the following conclusions described below and shown in Attachments A and B were observed for the study corridor:

1. *Travel Times:* After implementation of the Express Lane, travel times in the adjacent general purpose lanes were reduced by up to 22% (4.4 minutes) during the AM peak period and were similar to the "Before" conditions for the PM peak period. The Express Lane provides modest improvements in travel times compared to the HOV lane in the "Before" study even after allowing toll-paying single occupant vehicles (SOV) to use the lane.

2. *Travel Speeds:* Implementation of the Express Lane improved the travel speeds, particularly in the general purpose lanes by up to 11 miles per hour (mph), compared to the "Before" study. Travel speeds in the Express Lane are the same or faster than travel speeds in the prior HOV lane by up to 6 mph.

3. *Vehicle and Person Throughput:* Overall, the Express Lane increased the corridor vehicle and person throughput. The vehicle throughput for the 12-hour daytime period showed a maximum increase of 20% while the AM and PM peak periods showed maximum increases of 11% and 38% respectively. Person throughput showed slight decline to modest increases ranging between -1% and 2.4% during AM peak period, and increased by 19% to 38% at two of the four survey locations during the PM peak and daytime periods. Both vehicle and person throughputs showed decreases at the southern survey location during the PM peak and daytime periods. This decrease appears to be due to a combination of factors, including trips using the improved I-880/SR 262 Mission Boulevard interchange that opened after the "Before" Study was completed and the implementation of the Express Lane. The improved I-880/SR 262 Mission Boulevard Interchange provides an improved alternative for trips from the City of Fremont to access I-880 to travel to Santa Clara County rather than using I-680.

4. *Bottlenecks and Queues:* Queues in the general purpose lanes north of SR 262/Mission Boulevard reduced from 7.4 miles in the "Before" condition to 2.9 miles in the "After" condition. A new congested location in the north end of the study corridor, south of the SR 84 on-ramp, was observed during the "After" study, due to vehicles weaving to access the Express Lane entry. Two congested locations observed in the "Before" condition on southbound I-680 approaching Auto Mall Parkway/Durham Road interchange and approaching SR 262/Mission Boulevard interchange continued to occur in the "After" conditions. Congestion at these two locations appears to be related to the constrained conditions on the local road connecting to the off-ramp at these interchanges.

5. *Vehicle Occupancy:* The average HOV percentages and volumes in all lanes decreased by 32% in the AM peak period and by 5% in the PM peak period. Similar HOV usage declines were observed in the control corridor. The decreases in HOV usage could be due to a combination of factors such as a general decline in carpooling regionwide, overall changes in employment in the sub-region, and improved operating conditions in the general purpose lanes.

6. *Level of Service and Related Measures:* The "After" condition results showed that LOS in the Express Lane either improved or stayed the same for all time periods. The general purpose lanes showed improved LOS in the mid portion of the corridor, LOS F conditions at the north end of the corridor (as described under the Bottlenecks and Queues measure) and no change in the LOS F conditions approaching SR 262/Mission Boulevard interchange, which was observed during the "Before" study conditions.

   The analyses showed increases in Vehicle Miles Traveled (VMT) by 24% and reductions in Vehicle Hours of Delay (VHD) by a maximum of 16% during the AM peak period likely due to the improved corridor travel conditions within the study corridor.

7. *Transit Ridership:* The average weekday transit ridership decreased in the study corridor by 6 % and in the control corridor by 5%. The ridership decreases experienced in both the study and control corridors were related to service reductions by the transit operators. It is likely that the

service reduction is part of larger level trends and not related to Express Lane operations.

8. *Safety:* The collision rates on the I-680 study and control corridors both dropped by 50% between 2006 and 2011.
9. *Violations and Enforcement:* The maximum toll violation rates on the Express Lane are approximately 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane. A minimum violation rate of 6% was estimated for vehicles using the Washington Boulevard Express Lane ingress as an egress. This is likely due to the vehicles using the Auto Mall Parkway/Durham Road off ramp for which there is no legal egress available from the Express Lane, and therefore using the Washington ingress as an egress. The number of CHP citations increased initially and ultimately reduced over the study period, indicating that increased enforcement for the Express Lane could have resulted in reduced citations.

Other Factors Affecting the Study Corridor

Other factors potentially affecting the study corridor during the "After" conditions were analyzed. They include economic conditions, gasoline prices, implementation of ramp metering, completion of nearby major roadway improvements, and general travel trends in the area. With the exception of gasoline prices, all factors appeared to have some level of impact on the performance of the study corridor:

- *Economic Conditions:* While the unemployment rate or employment levels are comparable between 2008 and 2012, a significant drop and subsequent gain in employment occurred in the years in between due to the economic downturn. Alameda and Santa Clara Counties lost about 60,000 and 80,000 jobs respectively during this period while recovering to 2008 levels by 2011. This has likely created some changes in the types of employment and number of workers by employment type, and therefore resulted in shifts in modal preferences.

- *Ramp Metering:* The implementation of ramp metering in the study corridor slightly increased traffic volumes and travel times in the Express Lane. Even with these increases, a comparison of the Express Lane "Before" and "After" studies travel times showed overall modest to notable improvements in both the general purpose lanes and Express Lane.

- *Major Roadway Improvements:* The I-880/SR 262-Mission interchange improvements in Fremont were completed in Spring 2009 after the "Before" study was completed. The interchange improvements provided an improved connection between I-680 and I-880 for trips going to Santa Clara County, providing an alternative to using I-680. Volumes at the three major on-ramps from City of Fremont to southbound I-680 showed decreased volumes of about 800 vehicles in the 2-hour AM peak period compared to "Before" conditions. The reduction in throughput volumes experienced at the southern end of the I-680 study corridor appears to be due to a combination of factors including trips using the improved I-880/Mission interchange to access I-880 rather than I-680 to travel to Santa Clara County and the implementation of the Express Lane.

- *Other Related Trends:* The American Community Survey from the United States Census showed that the percentage of commute trips using carpooling declined in Alameda County between 2000 and 2012 from 14% to 10%. Between 2008 and 2011, carpooling work trips alone decreased in Alameda County by 0.3% and in Contra Costa County by approximately 2.0%. Alameda and Contra Costa Counties along with San Joaquin County make up the majority of the work trips on the southbound I-680 study corridor during the morning commute. Decreases in vehicle

occupancy in the study and control corridors are affected by the overall larger declining trend in carpool trips.

Express Lane Revenues

Toll revenues collected on the I-680 Southbound Express Lane have been fully utilized to pay for operations and maintenance of the Express Lane facility. In the current facility ramp-up period, the revenues do not exceed operating costs. The operating cost has been subsidized by the unspent grant funds available in the Project. When the Express Lane becomes financially sustainable (i.e., the toll revenues exceed the operations and maintenance costs), the Sunol Smart Carpool Lane JPA Board will determine how to reinvest these funds into the project corridor.

Recommendations

The state legislation requires that the evaluation report on the performance of the Express Lane to the legislature include findings, conclusions and recommendations based on the evaluation. As described in the summary section above, the objectives for the Express Lane Demonstration Program have been met. Analysis of performance measures for the "Before" and "After" Studies shows that some improvements can be implemented to further improve the corridor performance in both the Express Lane and general purpose lanes. These improvements will aim to improve occupancy (carpool use), transit ridership, level of service and related bottlenecks, and toll violations. Recommendations regarding these potential improvements are presented below:

- Increased HOV usage and transit ridership for trips within Alameda County could be achieved through focused implementation of a Transportation Demand Management program that includes tools to promote use of alternate modes.
- Toll violation rates could be reduced through implementation of new technologies such as automated license plate reading combined with the switchable toll tag capabilities that are currently being explored.
- To improve the new bottleneck at SR 84 and the two existing bottlenecks at the southern portion of the Express Lane at the Auto Mall Parkway/Durham Road and SR 262/Mission Boulevard interchanges, and to address the access issues experienced at the Washington Boulevard and Auto Mall Parkway/Durham Road interchanges, further studies could be performed to identify potential improvement options.

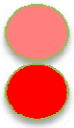
Fiscal Impacts

No fiscal impacts. The cost for implementing recommendations related to the Countywide Transportation Demand Management Program is included in the proposed Fiscal Year 2013-14 budget. The cost for implementing new technologies or performing further studies, when planned, will be considered under future I-680 Southbound Express Lane Operating Budgets.

Attachments

Attachment A: Evaluation Results Summary
Attachment B: Draft Executive Summary – Southbound I-680 Express Lane "After" Study
Attachment C: Draft letter to the Legislature

I-680 Express Lane After Study - Evaluation Results Summary

Performance Measure	Evaluation Results	Time Period	Change from "Before" to "After"
Strong Positive Partially Positive	 Mix of Positive and Negative 		Partially Negative Strong Negative 
TRAVEL TIMES			
Express Lane		AM peak average	-0.5 minutes (-4%)
Express Lane		PM peak average	-0.2 minutes (-2%)
General purpose lanes		AM peak average	-2 minutes (-13%)
General purpose lanes		PM peak average	-0.2 minutes (-2%)
TRAVEL SPEEDS			
Express Lane		AM peak average	+3 mph
Express Lane		PM peak average	+1 mph
General purpose lanes		AM peak average	+6 mph
General purpose lanes		PM peak average	+2 mph
THROUGHPUT			
Vehicle throughput		AM peak period	+1% to +11%
Vehicle throughput		PM peak period	+1% to +38% at 3 north locations -13% at the southern location
Person throughput		AM peak period	-2% to +2%
Person throughput		PM peak period	+1% to +38% at 3 locations, -17% at 1 location

Performance Measure	Evaluation Results	Time Period	Change from "Before" to "After"
BOTTLENECKS AND QUEUES			
Number of bottlenecks		AM peak period	Existing two bottlenecks at the southern section remain new bottleneck added at SR 84
Length of queues		AM peak period	Max. queue reduced from 7.4 to 2.9 miles
VEHICLE OCCUPANCY			
HOV percent (all lanes)		AM peak period	-32%
HOV percent (all lanes)		PM peak period	-7%
LEVEL OF SERVICE			
Express Lane		AM and PM peak periods	Remains LOS A or B
General purpose lanes		AM peak period	4 segments in middle of corridor improve from LOS F, 1 in north and 1 in south become LOS F
General purpose lanes		PM peak period	Increased density. Although LOS changed from B to C in many segments, all segments remain LOS C
TRANSIT RIDERSHIP			
Daily transit passengers on lines serving corridor		Daily	-6% (Lines reduced from 10 to 6)
SAFETY			
Collision rate		Annual	-50%
VIOLATIONS AND ENFORCEMENT			
Toll violations		AM peak period	20% of SOVs or 11% of all vehicles in the Express Lane
Illegal crossing of double white line		AM peak period	<1%
Illegal egress at Washington ingress		AM peak period	6%
Number of citations		Annual	205 in 2009, 478 in 2011 223 in 2012

Southbound I-680 Express Lane Performance Evaluation – an After Study

Executive Summary

Draft

May 22, 2013

EXECUTIVE SUMMARY

The Southbound Interstate 680 (I-680) Express Lane Performance Evaluation or the "After" Study evaluated the effectiveness of the Express Lane using a set of performance measures compared to the goals of the Express Lane Demonstration Program (Program), under which this Express Lane is authorized. The "After" study results, from the data collected in the Fall of 2012, were compared to the conditions identified in a "Before" study conducted in 2008 before construction of the Express Lane.

The "After" study indicates that implementation of the Express Lane improved the performance of general purpose lanes and the Express Lane and overall corridor performance.

This executive summary describes the background for the study, includes highlights of data analysis and findings and conclusions for each performance measure in comparison with the results from the "Before" study, and summarizes how the Express Lane meets the objectives of the Program as identified in the "Before" study.

ES-1 STUDY BACKGROUND

The southbound I-680 Express Lane was the first High Occupancy Toll lane project implemented in northern California. It was opened to traffic in September, 2010. The evaluation of the Express Lane performance was prepared to fulfill the legislative mandate that requires an evaluation report within three years of opening. The Express Lane "study corridor" (see Figure ES-1) is southbound I-680 from the State Route 84 (SR 84) interchange in Alameda County to the State Route 237 (SR 237) interchange in Santa Clara County.

The "Before" study report was prepared in April 2009 based on data collected in the Fall of 2008 prior to construction of the southbound I-680 Express Lane. It establishes the baseline traffic conditions for comparison for the "After" study.

Transportation data were also collected on a control corridor, northbound I-680 between Alcosta Boulevard in San Ramon and Livorna Road in Alamo. The control corridor helps to determine if changes in Express Lane performance measures may be due to external factors that impact travel trends in the area as opposed to changes related to implementation of the Express Lane.

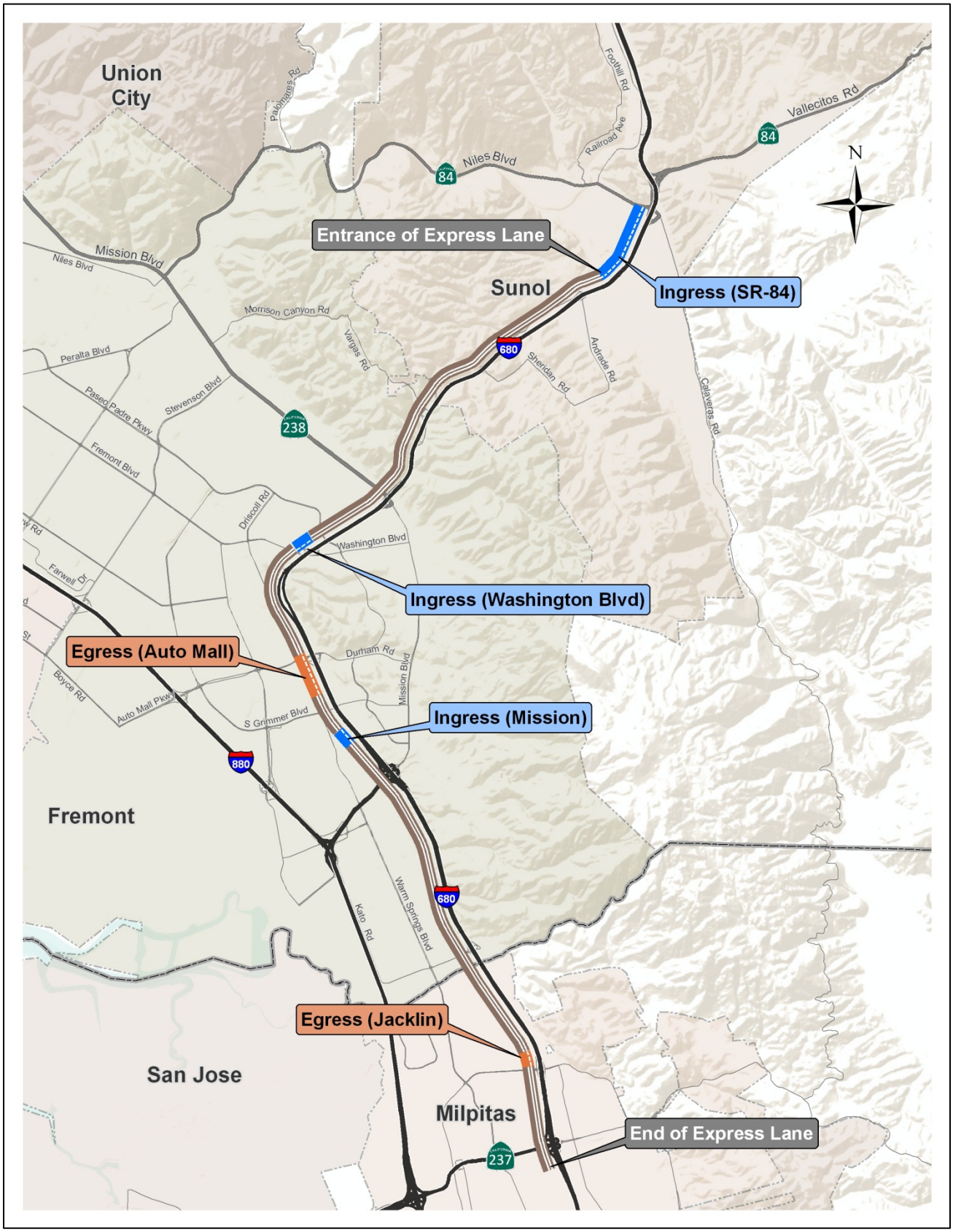
Input from the project partners and the local jurisdictions were received and used to inform the study development. Results from the study were shared with the project partners and comments received from Caltrans will be responded to and incorporated into the final report.

ES-2 DATA COLLECTION

The data collection for the "After" study was completed in October and early November, 2012, the same time of year as the data collection for the "Before" study in 2008. The data collection conducted for this study in 2012 included:

- Traffic counts;
- Travel time surveys using "floating car" runs;
- Manual counts of vehicle classification and occupancy at selected locations (four in the study corridor and two in the control corridor);

Figure ES-1: Southbound I-680 Express Lane Study Corridor



- Aerial photography; and
- Video recordings at selected locations.

Based on California Highway Patrol input regarding the safety of locating surveyors on the side of the road, three out of four study corridor survey locations and one out of two control corridor survey locations used for the "Before" study were relocated for the "After" study. As a result and in order to obtain comparable "Before" and "After" data, available data were also compiled from:

- Installed traffic and toll reader detectors;
- California collision records;
- California Highway Patrol citation history;
- Transit agency ridership statistics;
- Express Lane toll revenue records;
- Travel time data from the Caltrans Freeway Performance Monitoring System (PeMS) and the Metropolitan Transportation Commission (MTC) 511.org program; and
- American Community Survey data from the United States Census.

ES-3 PERFORMANCE MEASURES AND DATA ANALYSIS

The following performance measures were used to help evaluate the effectiveness of the Express Lane:

1. Travel Time
2. Travel Speeds
3. Vehicle and Person Throughput
4. Bottlenecks and Queues
5. Vehicle Occupancy
6. Level of Service
7. Transit Ridership
8. Safety
9. HOV/Express Lane Violations and Enforcement

All of these measures were used in the "Before" study to establish an existing conditions baseline on the study corridor prior to the implementation of the Express Lane. Analyses were performed for three distinct time periods, where applicable (primarily for Measures 1 through 7 above) for the study and control corridors. The three time periods were AM peak period (5 AM to 9 AM), PM peak period (3 PM to 7 PM) and daytime (7 AM to 7 PM). These time periods were selected based on the HOV operation hours in the study corridor during the "Before" conditions. The Control Corridor HOV operations during the "Before" conditions were between 6 AM and 9 AM in the morning and between 3 PM and 6 PM in the afternoon, and therefore these three-hour periods were used for the AM and PM peak periods respectively for the control corridor. For Throughput and Vehicle Occupancy, a two-hour AM peak period (7 AM to 9 AM) was analyzed due to visibility constraints in the earlier hours (5 AM to 7 AM). Since the AM peak period is the commute direction on the study corridor, focused analyses were performed for the AM peak period compared to the other two time periods analyzed. The performance measure results based on the data collection and analyses are summarized below.

Travel Times

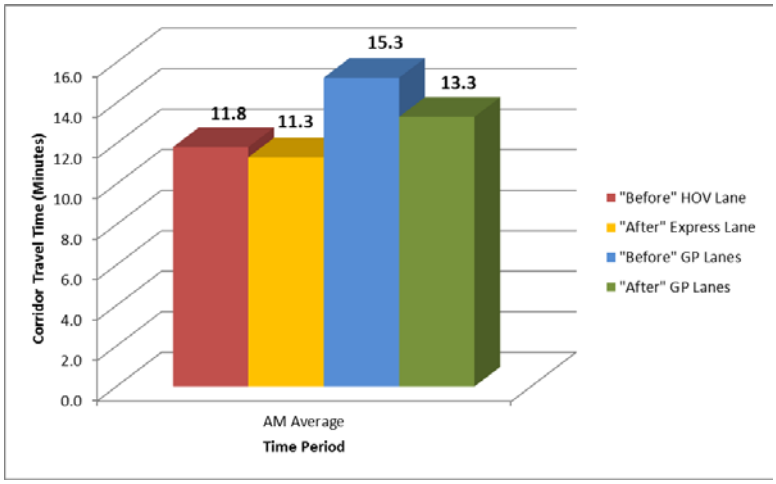
Travel times to travel from the beginning to the end of the corridor were evaluated. They were primarily measured by floating car travel time runs using Geographic Positioning System (GPS) equipment.

***Findings**:* As shown in Figure ES-2, on the Express Lane, the average travel times in the "After" study show slight improvement compared to average travel times measured on the HOV lane in the "Before" study. The average travel time improvement was 4 percent (0.5 minutes) in the AM peak period.

*Average **travel times** during the AM peak period in the "After" study reduced by less than 1 minute in the Express Lane and 2 minutes in the general purpose lanes compared to the "Before" study.*

The average travel times in the general purpose lanes were reduced by 13 percent (2 minutes) during the AM peak period. The highest reduction of 22 percent (4.4 minutes) was experienced during the 8:00 to 9:00 AM time period. The average travel times in the general purpose lanes during the PM peak period showed no significant change compared to 2008 conditions.

Figure ES-2: Southbound I-680 AM Peak Period Average Travel Times



The HOV lane in the "Before" study provided up to 7.5 minutes of travel time savings compared to the general purpose lanes in the AM peak period. The Express Lane provided less travel time savings compared to the general purpose lanes, a maximum of 4.2 minutes of travel time savings in the "After" study, because travel conditions had improved on the general purpose lanes.

Conclusions: After implementation of the Express Lane, travel times in the adjacent general purpose lanes were reduced by up to 22 percent during the AM peak period and were similar to the "Before" conditions for the PM peak period. The Express Lane provides modest improvements in travel times compared to the HOV lane in the "Before" study even after allowing toll-paying single occupant vehicles (SOV) to use the lane.

Travel Speeds

Travel speeds were evaluated for the overall corridor and for the individual segments of the corridor. They were based on the same floating car travel time runs as the travel time measurements.

***Travel speeds** during the AM peak period in the "After" study increased by up to 6 mph in the Express Lane and by up to 11 mph in the general purpose lanes compared to the "Before" study.*

***Findings**:* On the Express Lane, average travel speeds in the "After" study increased by 3 mph in the AM peak

period and by 1 mph in the PM peak period compared to the "Before" study. The highest increase in average travel speed was 6 mph for the 8:00 to 9:00 AM peak hour, from 60 mph to 66 mph.

Average travel speeds in the general purpose lanes increased by an average of 6 mph during the AM peak period and 2 mph during the PM peak period. The highest increase occurred during the 8:00 to 9:00 AM time period, when the average travel speed increased by 11 mph, from 38 mph to 49 mph.

Conclusions: Implementation of the Express Lane improved the travel speeds, particularly in the general purpose lanes, compared to the "Before" study. Travel speeds in the Express Lane are the same or faster than travel speeds in the prior HOV lane.

Vehicle and Person Throughput

Corridor throughput was measured in two different ways: vehicle throughput and person throughput. Vehicle throughput measures the number of vehicles counted at four survey locations along the corridor. Person throughput is the number of persons at the same four locations, accounting for vehicle occupancy.

*Overall **vehicle throughput** increased in the corridor in most locations. The 12-hour daytime period showed a maximum increase of 20% while the AM and PM peak periods showed increases of 11% and 38% respectively.*

Findings: Comparing "Before" and "After" conditions, vehicle throughput showed modest to notable increases ranging between 0.6 percent and 11 percent at all 4 survey locations in the AM peak period. For the PM peak period and the 12-hour daytime period, improvements were observed at the three northern locations ranging between 1.4 percent and 37.9 percent for the PM peak period and 3.2 percent and 19.8 percent for the daytime period. The one location showing reductions during both the PM peak and daytime periods is at SR 237/Calaveras Boulevard. It is important to note that the improved I-880/SR 262/Mission Interchange opened in 2009 after completion of the "Before" study. This improved interchange combined with the implementation of the Express Lane appeared to have mostly contributed to the decrease in volume in the southern section of the study corridor due to trips from the City of Fremont using southbound I-880 through the improved interchange to go to Santa Clara County rather than using southbound I-680. This diversion would also include trips that normally would have used I-880 to go Santa Clara County but used I-680 instead for the last few years because of the construction at the SR 262/Mission Boulevard interchange on I-880. This is also shown in the decrease in average daily traffic volumes of 9% on the southbound I-680 and corresponding increase of 11% on the southbound I-880 at the Alameda and Santa Clara County Line experienced between 2008 and 2011 while volumes on southbound I-880 at northern Fremont showed a decline of 2% for the same period.

Person throughput showed slight declines to modest increases (-1.0 percent to 2.4 percent) during the AM peak period, and increased by 19 percent to 38 percent at 2 locations during the PM peak and daytime periods. Similar to the vehicle throughput, person throughput showed notable decreases at the southern survey location, due to the same reasons.

Conclusions: Overall, the implementation of the Express Lane increased the corridor vehicle and person throughput. The recently improved I-880/SR 262-Mission interchange combined with the

implementation of the Express Lane appeared to have contributed to reductions in throughput in the southern section of the corridor.

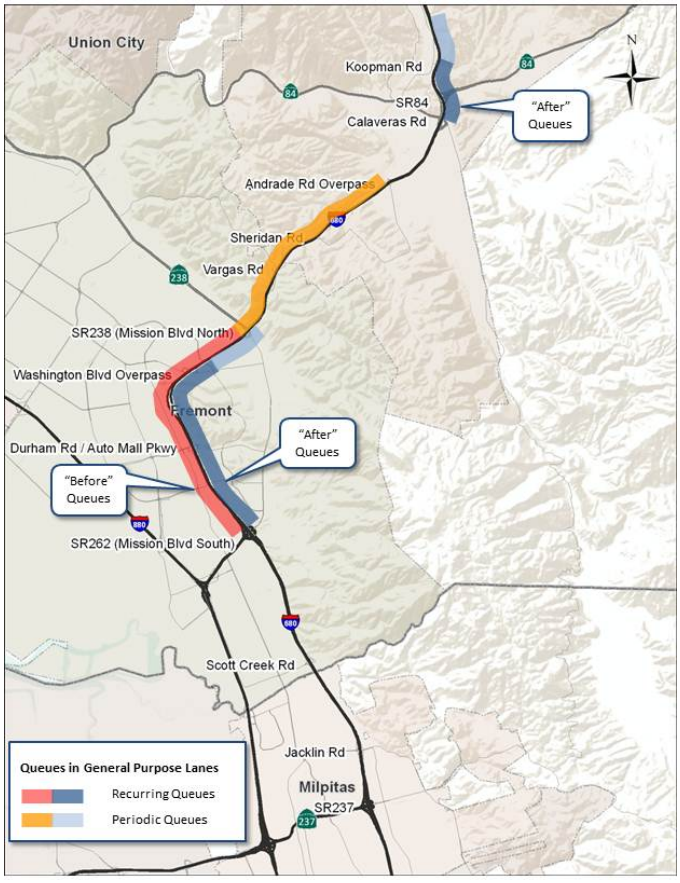
Bottlenecks and Queues

Bottlenecks and queues show the location and length of congestion on the corridor. They were identified based on floating car travel time surveys and verified using aerial photography.

Findings: Overall, in the general purpose lanes, the "Before" study identified AM peak period congested queues from Andrade Road all the way to SR 262/Mission (7.4 miles), while queues in the "After" study extended from Washington Boulevard to SR 262/Mission (2.9 miles). Figure ES-3 shows the length and location of the queues. Slow speeds and queuing were observed in the "After" conditions during the early part of the AM peak period on the segments just north of SR 84 (from Koopman Road) and just south of the SR 84 on-ramp merge, near the entry to the Express Lane. These locations did not have slow speeds and queuing during the "Before" study, and are appeared to be caused by weaving to enter the Express Lane. Later in the AM peak period, queues and slow speeds occurred approaching the Auto Mall Parkway/Durham Road interchange and in the right lane approaching the SR 262/Mission Boulevard interchange. These two congestion locations were consistent with observations during the 2008 "Before" study. Congestion at these locations appears to be caused by backups from the signalized intersections at or adjacent to the southbound off-ramps, rather than conditions on the freeway mainline.

***Queues** in the general purpose lanes north of SR 262/Mission Boulevard reduced from 7.4 miles in the "Before" conditions to 2.9 miles in the "After" conditions.*

Figure ES-3: Southbound I-680 AM Peak Period Queues in General Purpose Lanes



No queues were observed during the PM peak period in either the "Before" or "After" conditions

Conclusions: The "After" conditions showed slow speeds and queuing for a shorter distance (7.4 vs. 2.9 miles) north of SR 262/Mission compared to "Before" conditions. Implementation of the Express Lane introduced slow speeds north and south of the SR 84 on-ramp, near the entry to the Express Lane, due to weaving to enter the Express Lane, and did not eliminate existing queues from the southbound off-ramps at Auto Mall Parkway and SR 262/Mission Boulevard.

Vehicle Occupancy

Vehicle occupancy was analyzed based on the numbers of vehicles of each type (auto, bus, motorcycle, truck) and numbers of occupants manually counted at four survey locations along the study corridor and two locations on the control corridor.

Findings: The "Before" study reported 27 percent to 35 percent single-occupant vehicles (SOVs) in the I-680 HOV lane. These SOVs would either have been eligible clean-air vehicles or were in violation of the HOV restrictions. The "After" conditions showed 54 percent to 61 percent SOVs in the HOV lane, including toll vehicles, eligible clean air vehicles and potential violations.

The average HOV percentages and volumes in all lanes decreased by 32 percent in the AM peak period and by 7 percent in the PM peak period. The decrease may be attributable to an overall declining trend in carpool use, changes in employment in the sub-region and improved operating conditions in the general purpose lanes.

The total number of HOVs on the study corridor (Express Lane and general purpose lanes) decreased by an average of 32 percent in the AM peak period, 7 percent in the PM peak period and 11 percent for the 12-hour daytime period in the "After" study compared to the "Before" study conditions. This pattern is also seen in the control corridor, where the average HOV percentage decreased by 24 percent for the AM peak period and 20 percent for the PM peak period between the "Before" and "After" studies with no changes in HOV lane operations.

The overall decline in carpool usage is corroborated using the American Community Survey data which shows that the percentage of commuters using carpools declined 4 percent between 2000 and 2012 in Alameda County. These same data show that, between 2008 and 2011, carpool work trips declined in Alameda County by 0.3 percent and in Contra Costa County by approximately 2 percent. Further, the change in employment due to the economic downturn, approximately 80,000 jobs in Santa Clara County and 60,000 jobs in Alameda County, since 2008 may have contributed to some shift in modal preferences in work trips.

Conclusions: The "After" study showed a decrease in HOV usage in the study corridor and the control corridor. The decreases in HOV usage could be due to a combination of factors such as a general decline in carpooling, overall changes in employment in the sub-region, and improvements in speed and travel time in the general purpose lanes for the study corridor.

Level of Service and Related Measures

*The **level of service** on the Express Lane stayed at LOS A or B, above the required service level of LOS C.*

The level of service (LOS) of each segment was evaluated using freeway analysis procedures from the 2000 *Highway Capacity Manual*, similar to the "Before" conditions. The LOS analysis was based on freeway mainline and ramp traffic counts and used the FREQ analysis software. This analysis also estimated corridor-wide performance measures such as vehicle miles traveled (VMT) and vehicle hours of travel and delay (VHT and VHD). VMT is a measure of the total density of traffic while VHT and VHD indicate the overall delay due to congestion.

Findings: In the Express Lane, AM peak period LOS was similar in the "Before" and "After" studies, varying between LOS A and LOS B, and improved from LOS B to LOS A in the PM peak period. In the general purpose lanes, LOS improved from LOS F to D in a number of segments in the middle of the corridor, between Sheridan Road and Auto Mall Parkway/Durham Road, while new LOS F segments appeared in the north end of the corridor near the entry to the Express Lane and at the southern section approaching SR 262/Mission Boulevard. Within the study corridor limits, VMT increased by 24 percent and VHD reduced by 16 percent for the AM peak period compared to the "Before" conditions.

> ***Vehicle Miles of Travel*** *increased by 24% and* ***Vehicle Hours of Delay*** *reduced by 16% for the AM peak period compared to the "Before" conditions.*

Conclusions: Conditions after the implementation of the Express Lane showed that LOS in the Express Lane either improved or stayed the same. The general purpose lanes showed improved LOS in the mid portion of the corridor, and LOS F conditions at the north end of the corridor and approaching SR 262/Mission Boulevard. The analyses show significant increases in VMT and reductions in delay mostly due to the improved corridor travel conditions.

Transit Ridership

Transit ridership in the corridor was identified based on data from transit operators on average ridership for each bus line that uses the I-680 corridor.

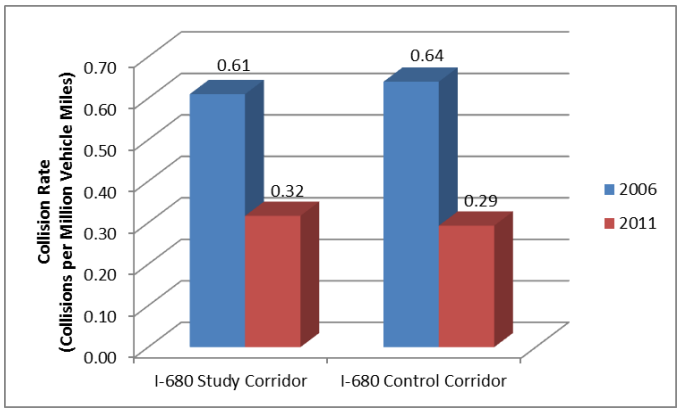
Findings: The average weekday transit ridership decreased in the study corridor by 6 percent and in the control corridor by 5 percent. Transit services were reduced in both the study and control corridors compared to the "Before" conditions. In the study corridor, out of a total of 10 lines that operated during the "Before" conditions, 5 lines were not operating and one new line was added in the "After" study. In the control corridor, out of a total of 9 lines operating during the "Before" study, 4 lines were eliminated in the "After" study. The ridership decreases experienced in both corridors were related to service reductions by the transit operators. It is likely that the service reduction is part of larger level trends and not related to Express Lane operations.

Conclusions: The amount of transit service operating in the study corridor was significantly reduced between 2008 and 2012, and therefore decreases in transit ridership were not related to implementation of the Express Lane.

Safety

Safety is measured by the number of collisions on the corridor and the collision rate, which is calculated by dividing the number of collisions by the amount of total travel measured as annual million vehicle miles of travel.

Figure ES-4: Average Collision Rates



Findings: Between 2006 and 2011, the collision rates on the I-680 study and control corridors both dropped by 50 percent. Reasons for such significant changes could not be obtained from the CHP at the time of report development.

Conclusions: Since the control corridor also experienced a decrease in collision rate, it cannot be inferred that the decrease in collision rate on the study corridor can be directly attributed to the Express Lane. However, it may be concluded that the Express Lane did not cause an increase in accident rates on the study corridor.

Violations and Enforcement

Violations on the Express Lane were measured based on the estimation of single-occupant vehicles not paying tolls, observation of illegal crossings of the solid double white line separating the Express Lane from the general purpose lanes, and calculation of vehicles illegally using an ingress as egress and vice versa. Based on observations and stakeholder comments, the Washington Boulevard ingress to the Express Lane was analyzed for its use as an illegal egress from the Express Lane. Enforcement is measured by the number of citations issued by the California Highway Patrol.

Findings: The percentages of single-occupant vehicles that were not recorded as paying a toll were approximately 25 percent of single-occupant vehicles or 13 percent of all vehicles in the Express Lane. A portion of these vehicles could be qualified clean air vehicles or vehicles with legal transponders that were not working properly. The approximate volume of eligible clean air vehicles is estimated as 2.4 percent of all vehicles in the Express Lane, based on prior surveys and clean air vehicle registration totals. Therefore, the estimated toll violation rate on the Express Lane is estimated to be approximately 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane.

*The estimated toll **violation rate** (single-occupant vehicles not paying a toll) observed on the Express Lane was 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane.*

Video recording surveys from 8 locations along the study corridor indicated a very low (less than 1 percent of all Express Lane vehicles in each location) violation rate for illegal crossings of the double white line between the Express Lane and general purpose lanes. These surveys represent observations in just the 8 specific locations in the corridor, and additional illegal crossings may occur in other portions of the corridor. However, the percentage of drivers performing illegal movements in each portion of the corridor is expected to be similar to the observed driver behavior.

A minimum violation rate of 6 percent was estimated for vehicles using the Washington Boulevard Express Lane ingress as an egress. This is likely due to the vehicles that needed to use the Auto Mall

Parkway off ramp for which there is no legal egress available from the Express Lane, and therefore using the Washington Boulevard ingress as egress.

The number of California Highway Patrol citations for HOV lane violations in the study corridor increased during the first full year of Express Lane operation from 205 citations in 2009, and 400 citations in 2010 to 478 in 2011, but then decreased significantly in 2012 to 223 citations.

Conclusions: The maximum toll violation rates on the Express Lane are approximately 20 percent of single occupant vehicles or 11 percent of total vehicles in the Express Lane, and are higher than the 3 to 5 percent auto occupancy violation rates reported by Caltrans on the HOV lane in prior years. The number of CHP citations increased initially and reduced later, indicating that increased enforcement for the Express Lane likely is resulting in reduced citations. License plate readers and self-identification of carpools (using switchable toll tags or web-based applications) are being explored for use in the Bay Area region to improve enforcement and potentially reduce violations.

ES-4 OTHER FACTORS AFFECTING STUDY CORRIDOR

Other factors potentially affecting the study corridor "After" study results include economic conditions, gasoline prices and the implementation of ramp metering, completion of nearby major roadway improvements, and general travel trends in the area.

Economic Conditions

Findings: The California unemployment rate was 8 percent at the time of the "Before" studies in Fall 2008, and rose to 12 percent between 2009 and 2012. During the time of the "After" study in Fall 2012, it was at 10 percent. During this period, Alameda and Santa Clara counties lost about 60,000 and 80,000 jobs respectively while recovering to 2008 employment levels by 2011.

Conclusions: While the unemployment rate or employment levels are comparable between 2008 and 2012, the significant drop in employment that occurred in the years in between due to the economic downturn may have created some changes in the types of employment and number of workers by employment type, and therefore resulted in shifts in modal preferences.

Gasoline Prices

Findings: Gasoline prices during the Fall 2012 "After" study were very similar to gasoline prices during the Fall 2008 "Before" studies.

Conclusions: Travel demand characteristics should not have been affected by gasoline price differences between the "Before" and "After" conditions.

Ramp Metering

Ramp metering was implemented along the southbound I-680 corridor on July 25, 2011. The Metropolitan Transportation Commission (MTC) prepared a I-680 Southbound Ramp Metering "Before and After" Study.

Findings: Average southbound traffic volumes increased by 2 percent between the "Before" and "After" ramp metering conditions, with most of the increase occurring in the Express Lane (18 percent increase in traffic volume). Two "After" ramp metering studies prepared by MTC showed that while

ramp metering initially reduced travel times, by up to 8 percent during the AM peak period, at a later time in May 2012 average travel times had increased by 2.5 minutes. The ramp metering "After" studies concluded that increased travel times were likely contributed by a combination of increased traffic volumes and travelers adjusting their travel patterns in response to ramp metering and ramp metering adjustments to the north at Bernal Avenue.

Conclusions: The implementation of ramp metering in the study corridor slightly increased traffic volumes and travel times in the Express Lane. Even with these increases, a comparison of the Express Lane "Before" and "After" studies travel times showed overall modest to notable improvements in both the general purpose lanes and Express Lane as discussed earlier.

Major Roadway Improvements

The I-880/SR 262-Mission interchange improvements in Fremont were completed in Spring 2009 after the "Before" study was completed.

Findings: The interchange improvements provided an improved connection between I-680 and I-880 for trips going to Santa Clara County, providing an alternative to using I-680. Volumes at the three major on-ramps from the City of Fremont to southbound I-680 showed decreased volumes of about 800 vehicles in the 2-hour AM peak period compared to "Before" conditions.

Conclusions: The reduction in throughput volumes experienced at the southern end of the I-680 study corridor is appeared to be mostly contributed by a combination of trips using I-880 through the improved I-880/Mission interchange to travel to Santa Clara County and implementation of the Express Lane.

Other Related Trends

The American Community Survey from the United States Census showed that the percentage of commute trips using carpooling declined in Alameda County between 2000 and 2012 from 14 percent to 10 percent.

Findings: Between 2008 and 2011, carpooling work trips alone decreased in Alameda County by 0.3 percent and in Contra Costa County by approximately 2.0 percent. Alameda and Contra Costa Counties along with San Joaquin County make up the majority of the trips on the southbound I-680 study corridor during the morning commute.

Conclusions: Decreases in vehicle occupancy in the study and control corridors are affected by the overall larger declining trend in carpool trips.

ES-5 EXPRESS LANE REVENUES

Toll revenues collected on the I-680 Southbound Express Lane have been fully utilized to pay for operations and maintenance of the Express Lane facility. In the current facility ramp-up period, the revenues do not exceed operating costs. The operating cost has been subsidized by the unspent grant funds available in the Project. When the Express Lane becomes financially sustainable (i.e., the toll revenues exceed the operations and maintenance costs), the Sunol Smart Carpool Lane JPA Board will determine how to reinvest these funds into the project corridor.

ES-6 CONCLUSIONS

Both "Before" and "After" studies identified key objectives related to performance of the Express Lane in meeting the legislative mandate. Based on the results summarized above for various performance measures, the following summary describes how the objectives are met:

- ***Objective:*** Optimize the HOV lane usage to improve traffic throughput in the corridor

  Results: Overall vehicle and person throughput in the corridor increased, average travel times decreased by 2 minutes (13 percent) in the general purpose lanes and I minute (4%) in the Express Lane, and average speeds increased by 6 mph in the general purpose lanes and 3 mph in the Express Lane.

- ***Objective:*** Maintain LOS C or better for all Express Lane users

  Results: Express Lane LOS levels did not go below LOS B

- ***Objective:*** Use net revenue to improve highway and transit in the corridor

  Results: Currently all toll revenues are being used towards the Express Lane operations. When net revenue becomes available over and above covering the Express Lane operations, it will be used to improve highway and transit in the corridor

- ***Objective:*** Employ new intelligent transportation system (ITS) technologies

  Results: Dynamic pricing is currently being deployed to optimize the throughput. Working with the regional partners, technology options for other purposes are being explored including switchable toll tags and automated license plate reading for enforcement purposes.

ES-7 RECOMMENDATIONS

Analysis of performance measures for the "Before" and "After" Studies shows that some improvements can be implemented to further improve the corridor performance in both the Express Lane and general purpose lanes. These improvements will aim to improve occupancy (carpool use), transit ridership, level of service and related bottlenecks, and toll violations. Recommendations regarding these potential improvements are presented below:

- Increased HOV usage and transit ridership for trips within Alameda County could be achieved through focused implementation of a Transportation Demand Management program that includes tools to promote use of alternate modes.
- Toll violation rates could be reduced through implementation of new technologies such as automated license plate reading combined with the switchable toll tag capabilities that are currently being explored.
- To improve the new bottleneck at SR 84 and the two existing bottlenecks at the southern portion of the Express Lane at the Auto Mall Parkway/Durham Road and SR 262/Mission Boulevard interchanges, and to address the access issues experienced at the Washington Boulevard and Auto Mall Parkway/Durham Road interchanges, further studies could be performed to identify potential improvement options.

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May 23, 2013

Honorable Mark DeSaulnier, Chair
Senate Committee on Transportation & Housing
State Capitol, Room 5035
Sacramento, CA 95814

Honorable Bonnie Lowenthal, Chair
Assembly Committee on Transportation
State Capitol, Room 3152
Sacramento, CA 95814

Subject: Southbound I-680 High Occupancy Toll Lane Demonstration Program – Performance Evaluation Report to the Legislature

Dear Senator DeSaulnier and Assemblywoman Lowenthal:

I am writing to report on the performance of the southbound I-680 High Occupancy Toll Lane "Express Lane" as required by the legislation. Section 149.5 of the California Streets and Highways Code authorized the Sunol Smart Carpool Lane Joint Powers Authority consisting of the Alameda County Transportation Commission and the Santa Clara Valley Transportation Authority to conduct, administer and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate 680.

The Streets and Highways Code Section 149.5 (g) states that:

Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed flow lanes and any comments submitted by the Department of Transportation and California Highway Patrol regarding operation of the lane.

The southbound I-680 High Occupancy Toll Lane, called the "Express Lane", between SR 84 in Alameda County and SR 237 in Santa Clara County was opened to traffic in September 2010. To meet the legislative requirement within three years of opening, an Evaluation "After" Study was conducted based on data collected in the Fall of 2012 that compared the corridor operating conditions prior to the implementation of the Express Lane in 2008. Based on the "After" Study, *we are pleased to report that the implementation of the Express Lane has improved the performance of the general purpose lanes and the Express Lane and overall corridor performance. Overall travel speeds increased and travel times reduced during the peak period in the commute direction.*

A summary of the evaluation results and recommendations for further improvements on the corridor is attached. Comments received from the Department of Transportation and California Highway Patrol were addressed and incorporated into the report.

We appreciate having this opportunity to implement the first High Occupancy Toll Lane in the Northern California. Please let me know if you have any questions.

Sincerely,

Arthur L. Dao
Executive Director

Encl: Southbound I-680 Express Lane "After" Study - Executive Summary

Copy: I-680 Sunol Smart Carpool Lane JPA members
Alameda CTC Commissioners

ALAMEDA County Transportation Commission

Memorandum

DATE: May 23, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner

SUBJECT: **Review of Sustainable Communities Technical Assistance Program Call for Projects**

Recommendation
This item is for information only.

Summary
The SC-TAP provides significant support to Alameda County jurisdictions in the form of on-call consultant expertise for Priority Development Area (PDA) and Growth Opportunity Area (GOA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. Areas outside of PDAs and GOAs are also eligible for bicycle and pedestrian planning and engineering technical support.

Discussion
In February 2013, the Commission approved the program guidelines and the allocation of funds for the SC-TAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants is being finalized and will be made available to potential applicants. Staff is also working to finalize authorization from Caltrans for expenditure of the federal funds that will be used for the program. The earliest that these funds would be available is October 1, 2013.

Alameda CTC is issuing the call for projects now in order to enable jurisdictions and potential project partners adequate time to develop work scopes and budgets. The types of planning projects and studies supported by SC-TAP may require coordination between internal departments or divisions, or may require coordination between multiple jurisdictions. Once project applications are submitted, Alameda CTC staff will score projects using the criteria in the Program Guidelines (Attachment A). Alameda CTC will then work with project sponsors to select consultants from the qualified list using an RFP process.

Project applications will be due by 5:00 p.m. on Tuesday, September 17, 2013. Alameda CTC will host a workshop on Tuesday, July 16th from 1:30-3:30 p.m. for potential applicants. Program details and requirements are provided in the Program Guidelines (Attachment A), and additional information is provided in the Call for Projects Notice (Attachment B).

Fiscal Impact
This item is for information only. There is no fiscal impact at this time.

Attachments

Attachment A:	Program Guidelines for the Sustainable Communities Technical Assistance Program
Attachment B:	June 2013 Sustainable Communities Technical Assistance Program Call for Projects Notice

Program Guidelines for the Sustainable Communities Technical Assistance Program (SC-TAP)

Adopted by the Alameda County Transportation Commission on February 28, 2013

Program Description

The Alameda CTC is creating an expanded technical assistance program for Alameda County jurisdictions that will provide significant support in the form of on-call consultant expertise for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The SC-TAP has been designed to be consistent with OBAG requirements per MTC Resolution 4035 as well as with MTC's PDA Planning Program and ABAG's FOCUS Technical Assistance Program.

The SC-TAP will provide direct support to Alameda County jurisdictions via on-call consultant contracts similar to the existing Transit Oriented Development Technical Assistance Program (TOD TAP). Jurisdictions may apply for consultant services for specific projects or for consultant in-house support for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The selected consultant(s) will perform work directly for project sponsors; however, the Alameda CTC will assume all contract administration and oversight responsibilities. The Alameda CTC will be responsible for approving all consultant invoices and will closely monitor project budgets, scopes and schedules.

As part of the project wrap-up for SC-TAP projects, the consultant and/or project sponsors may be required to develop and provide to Alameda CTC a "best practices" design guide and simple fact sheet to be shared with other local jurisdictions on the Alameda CTC website, as a way to share knowledge and experience and help build a local best practices resource for Alameda County jurisdictions. The consultant and the project sponsor may also be required to make a short presentation to the Alameda CTC Committees and/or Commission on the design, implementation or planning challenges addressed and the solutions or approaches developed.

The funding of specific elements, such as in-house planning support, will depend on the eligibility requirements of SC-TAP funding sources. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation Program (STP) funds, which require a transportation nexus (please see the section describing "Eligible Activities" for further details). The SC-TAP has been designed to accommodate the possible addition of more flexible funding sources in the future, however.

PDA Planning and Implementation

Consistent with the Alameda CTC's PDA Investment and Growth Strategy, the SC-TAP provides local jurisdictions with assistance in planning and implementing the vision for Alameda County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. Additionally, PDAs play a critical role in the region's Sustainable Communities Strategy (SCS) which seeks to

coordinate land use and transportation so as to reduce greenhouse gas emissions for cars and light-duty trucks.

For those jurisdictions that have not yet completed PDA-specific planning activities, the SC-TAP program will provide resources to complete specific or area plans, zoning code updates, and required CEQA analyses (e.g., programmatic EIRs). The SC-TAP may also support projects to update and implement existing community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The SC-TAP will provide a broad range of consultant skills and expertise that jurisdictions can use to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

Complete Streets Policy Implementation
As stipulated in MTC Resolution 4035, a jurisdiction must have an adopted complete streets policy to be eligible for OBAG funds. The SC-TAP will support implementation of complete streets policies, including the development of internal agency protocols and communications for complete streets implementation, technical assistance for developing performance measures for complete streets, or technical assistance with development of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support
Technical, resource and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues will also be eligible under the SC-TAP.

Eligible Applicants

Local governments (cities and counties) are eligible for SC-TAP consultant assistance and should partner with the transit providers serving the PDA or GOA for any project that potentially affects transit service or facilities. Partnerships with local non-profit groups and community-based organizations are also encouraged. Multiple jurisdictions, transit agencies, or the Alameda CTC may also submit project applications. In the case of multiple jurisdiction applications, each jurisdiction must be a co-applicant.

Eligible Project Locations

Eligible planning areas for PDA Planning and Implementation projects include:

- Areas approved as planned or potential PDAs as part of the ABAG FOCUS program;
- MTC Resolution 3434 station areas; and
- Alameda County PDA Investment and Growth Strategy PDAs and GOAs and locations that provide proximate access to PDAs and GOAs.

For bicycle and pedestrian planning and engineering projects, eligible locations include:

- Any project that is identified in countywide or local bicycle or pedestrian plans.

Eligible Activities

The following types of activities will be eligible for the SC-TAP. Other activities not specifically listed here but consistent with the overall program goals and objectives and other funding requirements may be considered on a case-by-case basis.

PDA Planning and Implementation

Comprehensive planning activities and studies as well as smaller, "ready-to-go" projects that will advance PDA implementation will be eligible. The latter should be discrete planning projects designed to overcome specific policy or planning challenges to the adoption or implementation of PDA-related plans. They should be focused on providing creative, forward-thinking solutions for addressing typical barriers to the development of successful TODs or PDAs, and that can help to build a higher level of support for development of complete communities within Alameda County. The SC-TAP will also provide expert consultant staff to work in-house at a jurisdiction or agency for a fixed amount of time in order to complete a specific planning, environmental review or project development task that meets other SC-TAP guidelines.

For this funding cycle, the primary source of funds for this program is Federal Surface Transportation Program (STP) funds. Consequently, eligible activities are restricted to those that have a transportation nexus. Eligible land use-related activities that support transportation objectives (or are specifically related to transportation investments) include:

- Planning for mixed-income housing near transit that improves housing affordability through location efficiency
- Station Area or PDA Planning (i.e., a specific or area plan and completed CEQA review)
- Transit and employment
- Transit corridors and TOD
- Families and TOD – creating complete communities
- Expanding housing opportunities near transit
- Parking management and pricing connected to new land uses
- Bicycle and pedestrian planning connected to new land uses

Ineligible activities are those that do not support the surface transportation system. For example, CEQA clearance for a single development project and staffing assistance for general planning and permitting functions are not eligible. For examples of land use-related projects that support transportation as well as MTC's Station Area Planning Manual, please see http://mtc.ca.gov/planning/smart_growth/stations/.

Potential activities related to SC-TAP studies and plans for TODs, PDAs and GOAs include the following:

1. Prepare or provide assistance preparing planning documents (specific plans, area plans, general plan amendments, etc.) and associated technical studies;[1]

[1] PDA specific and area plans should be consistent with MTC's PDA Planning Program Guidelines provided in

2. Corridor planning that integrates one or more PDAs, TODs or GOAs;
3. Develop design guidelines for residential, commercial and mixed-use development;
4. Study multimodal access and complete streets needs, such as transit, bike, walk, automobile and goods movement, and develop design solutions;
5. Develop streetscape design plans, including wayfinding, landscaping, street furniture, etc.;
6. Develop alternative parking solutions (policies and demand anlaysis) to meet multiple needs and facilitate infill development;
7. Prepare and/or advise on zoning code amendments related to development in TODs, PDAs and GOAs (i.e., TOD-supportive zoning such as form-based codes, smart growth urban design guidelines to address building form and scale, urban character, connectivity and accessibility, and placemaking);
8. Prepare and conduct civic engagement, community outreach and education regarding TODs, PDAs, and GOAs;
9. Development of visualization, web-based, or other technical tools, such as GIS mapping or photo simulations to reflect building types associated with adopted plans
10. Develop a Community Risk Reduction Plan that uses Bay Area Air Quality Management District guidelines to address air pollutant emissions;
11. Develop Adaptive Management plans or Risk Assessments that assess and identify ways to address potential sea level rise to protect TODs, PDAs and GOAs per San Francisco Bay Area Conservation and Development Commission (BCDC) guidelines;
12. Develop creative design solutions to address storm water or sewer needs at TOD sites, including green infrastructure and low-impact development approaches;
13. Neighborhood/PDA-wide infrastructure planning and design, emphasizing green infrastructure and low-impact development for energy efficiency, storm water management, etc.;
14. Perform economic analyses for various topics related to development in TODs, PDAs and GOAs, including but not limited to development feasibility and market analyses, financing strategies for infrastructure capital and maintenance costs, and construction and maintenance of affordable housing;
15. Municipal financing mechanisms (both standard and innovative) for TOD, including public and private infrastructure, housing, parks and open space improvements, and other related TOD improvements;
16. Analysis of strategies to promote equitable development and minimize displacement, including comprehensive and targeted affordable housing strategies;
17. Station access improvements for new and existing development, emphasizing and prioritizing the needs of pedestrians, persons with disabilities, bicycles, shuttles, transit, drop-off, and local circulation.
18. Complete CEQA review activities, including the preparation of required CEQA documents and technical studies; and
19. Others, as needed.

Complete Streets Policy Implementation

Complete streets policy implementation tasks may include assistance in the development of internal agency policy and/or protocol development and communications for complete streets

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Attachment B. More information about MTC's PDA Planning Program is available here: http://www.mtc.ca.gov/planning/smart_growth/stations/.

implementation, technical assistance for developing performance measures for complete streets, or technical assistance with development or update of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support
Bicycle and pedestrian planning and engineering support tasks may include developing preliminary and conceptual designs and conducting feasibility studies for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues. The public agency project sponsor who will be responsible for construction of any recommended improvements must accept the final work products.

Examples of the types of activities eligible for SC-TAP assistance include:
1. Preliminary design and engineering support/expertise for innovative designs. For bike projects, this likely would include expertise on new bikeway designs (such as those in the NACTO Urban Bikeway Design Guide, http://nacto.org/cities-for-cycling/design-guide/) like cycle tracks, bike boxes, and bike boulevard treatments;
2. Designing bicycle and/or pedestrian improvements for complex intersections or roadway crossings;
3. Designing facilities for bicyclists and pedestrians within limited rights-of-way (especially at intersections);
4. Designing interchange improvements that make them safer and more convenient for bicyclists and pedestrians;
5. Designing bicycle and transit facilities within the same right-of-way;
6. Designing improvements at the intersections of trails and roadways;
7. Bike parking recommendations for transit stops/stations where rights-of-way are limited; and
8. Setting up and meeting federal and state experimentation process requirements, in order to test innovative facility designs, signage, or markings.

Funding Details
Following is a description of the funding available for the different components of the SC-TAP. Projects for which project sponsors can provide a local match will receive additional points, however a local match is not required for SC-TAP eligibility.

Projects must be completed within 30 months from the date the consultant or consultant team is issued a notice to proceed. All projects selected for the SC-TAP will have a final project scope, budget and schedule that will be agreed upon by the project sponsor, the consultant, and the Alameda CTC. The Alameda CTC will require regular progress reports and will carefully track the project scope, schedule and budget. Any exceptions to the agreed upon scope, schedule or budget will require Alameda CTC staff approval.

PDA Planning and Implementation
Up to $3.905 million of federal STP funds and $795,700 of Measure B Transit Center Development funds may be available for the SC-TAP. As stated previously, all PDA planning and implementation projects must meet STP funding eligibility requirements. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation

Program (STP) funds, which require a transportation nexus (please see the section describing "Eligible Activities" for further details). The SC-TAP has been designed to accommodate the possible addition of more flexible funding sources in the future, however, enabling additional PDA-related planning activities to become eligible.

Because PDA planning and implementation projects may either be larger planning efforts or smaller projects focused on plan implementation, there is no minimum or maximum grant size being recommended at this time so that a broad range of projects may be considered for the initial call for projects of the expanded program.

Complete Streets Policy Implementation
Funding details for complete streets policy implementation are the same as those described for PDA planning and implementation.

Bicycle and Pedestrian Planning and Engineering Support
Bicycle and pedestrian planning and engineering support will be funded with $50,000 of Measure B Bicycle and Pedestrian Safety discretionary funds for the first two years of the SC-TAP. Bicycle and pedestrian projects that fall within the boundaries of a PDA will be covered by PDA planning and implementation funds. There will not be a minimum amount for bicycle and pedestrian planning and engineering support grants, however, due to limited funds, projects outside of PDAs will be limited to a maximum project budget of $25,000.

Evaluation Criteria and Application Review Process

The Alameda CTC will issue a call for SC-TAP projects on a regular basis and/or as funding is available. The first call is anticipated in Spring or Summer 2013 depending on the timeline for completion of the process to authorize the expenditure of federal funds. The Alameda CTC staff will host a workshop prior to the submission of project applications to answer questions and provide guidance to project sponsors.

Upon receipt, Alameda CTC staff will assess applications for completeness and eligibility. A selection panel will be convened to evaluate applications based on the criteria listed below. If necessary, additional information may be requested from project sponsors. Alameda CTC staff will make a final determination of awards and will bring the list of recommended projects to the Commission for final approval. Once awards are made, project sponsors will work with Alameda CTC staff to select the appropriate consultant or consultant team and finalize the project scope, budget and schedule.

The proposed project selection and scoring criteria for each area of the SC-TAP are described below. The criteria are based on OBAG requirements per MTC Resolution 4035 as well as criteria from MTC's PDA Planning Program and ABAG's FOCUS Technical Assistance Program.

PDA Planning and Implementation Project Evaluation Criteria	Points
1. Project Location • Location in a planned or potential PDA or GOA (per the Alameda County PDA Investment and Growth Strategy) or providing proximate access to a PDA or GOA, or contains a Resolution 3434 transit station	Required
2. Communities of Concern – Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program.	5
3. Location within a CARE or freight area – Project area overlaps or is co-located with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor and the local jurisdiction employs best management practices to mitigate particulate matter and toxic air contaminants exposure.	5
4. Existing Policies – the jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.	15
5. Project Performance and Impact – extent to which the project or its implementation will help achieve OBAG program goals and objectives and facilitate PDA implementation.	20
6. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, the roles of all involved partners, as well as expected deliverables and meetings; or, there is a clear and detailed description of the project, its purpose and objectives, and its expected outcomes (in cases where consultant assistance/involvement may be needed in developing the specific project scope and timeline).	20
7. Local Commitment and Community Support – jurisdiction demonstrates local commitment to implementation of relevant plans or studies; demonstration of community, major property owner(s), City Council, Board of Supervisors, and relevant transit operator(s) support for the project (i.e., public involvement to date, letters of support, etc.).	20
8. Matching Funds – project leverages other funding or current or past planning efforts.	5
9. Commitment to Implementation – project sponsor has a commitment to and a clear approach and timeframe for plan or project implementation once planning and/or studies are completed.	10

Complete Streets Policy Implementation Project Evaluation Criteria	Points
1. Adoption of a Complete Streets Policy	Required
2. Project Need, Benefit and Effectiveness – there is a clear description of the current problem or need with regard to complete streets implementation, as well as the final outcome or objective to be accomplished by the project. Sponsors should describe how the project is expected to facilitate creation of complete streets within the community.	35
3. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, as well as expected deliverables and meetings.	35

4. Level of Innovation and Replicability – project has the potential to demonstrate innovative and effective techniques for implementing complete streets policies and/or will provide a useful model for other Alameda County jurisdictions	10
5. Commitment to Implementation– project sponsor has a clear approach and timeframe for plan, policy or project implementation.	15
6. Matching Funds – project leverages other funding or current or past efforts to implement a complete streets policy.	5

Bicycle and Pedestrian Planning and Engineering Support Project Evaluation Criteria	**Points**
1. Project Location • Project or segment is included in local or countywide bicycle and/or pedestrian plan	Required
2. Project Need, Benefit and Effectiveness – clear description of project need (collision data, demand data, or other documentation of the need for improvements) and its potential benefit in terms of improving safety, accessibility and/or mobility for bicyclists and/or pedestrians.	25
3. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, as well as expected deliverables and meetings.	20
4. Level of Innovation and Replicability – project has the potential to demonstrate innovative and effective techniques for addressing bicycle and pedestrian safety, access and mobility and/or will provide a useful model for other Alameda County jurisdictions	25
5. Commitment to Implementation – project sponsor has a commitment to and a clear approach and timeframe for project implementation.	25
6. Matching Funds – project leverages other funding.	5

ALAMEDA County Transportation Commission
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www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

June 4, 2013

Subject: Alameda CTC Sustainable Communities Technical Assistance Program (SC-TAP) Call for Projects

To All Interested Parties:

The Alameda County Transportation Commission (Alameda CTC) is pleased to announce a Call for Projects for the Sustainable Communities Technical Assistance Program (SC-TAP). Application materials are available for download from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/4000.

Applications are due to the Alameda CTC no later than **5:00 p.m. on Tuesday, September 17, 2013**.

The Alameda CTC has created an expanded technical assistance program for Alameda County jurisdictions that will provide significant support in the form of on-call consultant expertise for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The SC-TAP has been designed to be consistent with OBAG requirements per MTC Resolution 4035 as well as with MTC's PDA Planning Program and ABAG's FOCUS Technical Assistance Program.

The SC-TAP will provide direct support to Alameda County jurisdictions via on-call consultant contracts similar to the existing Transit Oriented Development Technical Assistance Program (TOD TAP). Jurisdictions may apply for consultant services for specific projects or for consultant in-house support for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The selected consultant(s) will perform work directly for project sponsors; however, the Alameda CTC will assume all contract administration and oversight responsibilities. The Alameda CTC will be responsible for approving all consultant invoices and will closely monitor project budgets, scopes and schedules.

As part of the project wrap-up for SC-TAP projects, the consultant and/or project sponsors may be required to develop and provide to Alameda CTC a "best practices" design guide and simple fact sheet to be shared with other local jurisdictions on the Alameda CTC website, as a way to share knowledge and experience and help build a local best practices resource for Alameda County jurisdictions. The consultant and the project sponsor may also be required to make a short presentation to the Alameda CTC Committees and/or Commission on the design, implementation or planning challenges addressed and the solutions or approaches developed.

The funding of specific elements, such as in-house planning support, will depend on the eligibility requirements of SC-TAP funding sources. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation Program (STP) funds, which require a transportation nexus (please see the Program Guidelines for further details).

Eligible Applicants

Local governments (cities and counties) are eligible for SC-TAP consultant assistance and should partner with the transit providers serving the PDA or Growth Opportunity Area (GOA) for any project that potentially affects transit service or facilities. Partnerships with local non-profit groups and community-based organizations are also encouraged. Multiple jurisdictions, transit agencies, or the Alameda CTC may also submit project applications. In the case of multiple jurisdiction applications, each jurisdiction must be a co-applicant.

Eligible Project Locations

Eligible planning areas for PDA Planning and Implementation projects include:

- Areas approved as planned or potential PDAs as part of the ABAG FOCUS program;
- MTC Resolution 3434 station areas; and
- Alameda County PDA Investment and Growth Strategy PDAs and GOAs and locations that provide proximate access to PDAs and GOAs.

For bicycle and pedestrian planning and engineering projects, eligible locations include:

- Any project that is identified in countywide or local bicycle or pedestrian plans.

PDA Planning and Implementation

Consistent with the Alameda CTC's PDA Investment and Growth Strategy, the SC-TAP provides local jurisdictions with assistance in planning and implementing the vision for Alameda County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. Additionally, PDAs play a critical role in the region's Sustainable Communities Strategy (SCS) which seeks to coordinate land use and transportation so as to reduce greenhouse gas emissions for cars and light-duty trucks.

For those jurisdictions that have not yet completed PDA-specific planning activities, the SC-TAP program will provide resources to complete specific or area plans, zoning code updates, and required CEQA analyses (e.g., programmatic EIRs). The SC-TAP may also support projects to update and implement existing community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The SC-TAP will provide a broad range of consultant skills and expertise that jurisdictions can use to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

Complete Streets Policy Implementation

As stipulated in MTC Resolution 4035, a jurisdiction must have an adopted complete streets policy to be eligible for OBAG funds. The SC-TAP will support implementation of complete streets policies, including the development of internal agency protocols and communications for complete streets implementation, technical assistance for developing performance measures for complete streets, or

technical assistance with development of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support

Technical, resource and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues will also be eligible under the SC-TAP.

Schedule

June 4, 2013:	Call for Projects
July 16, 2013:	Application Workshop at 1:30 p.m.
September 17, 2013:	Applications due to the Alameda CTC by 5:00 p.m.
November 2013:	Alameda CTC review and adopt final program
December 2013/January 2014:	Alameda CTC to work with project sponsors to select consultants and finalize work scopes and budgets

To Apply

Further information, including application and reference materials are available to view and download from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/4000. Potential applicants are encouraged to contact Alameda CTC staff (listed below) with any questions they may have about the eligibility of potential projects.

An Application Workshop for interested applicants will be held on **Tuesday, July 16th from 1:30-3:30 p.m** at the Alameda CTC offices.

Completed applications (applications and any attachments) are due to the Alameda CTC no later than **5:00 p.m. on Tuesday, September 17, 2013**. Applicants should provide an electronic copy of the application and attachments either by mailing a CD or emailing the electronic files to: kvuicich@alamedactc.org.

Questions

If you have any questions, please contact the following Alameda CTC Planning staff:

- Kara Vuicich, phone: (510) 208-7410 or email: kvuicich@alamedactc.org
- Beth Walukas, phone: (510) 208-7405 or email: bwalukas@alamedactc.org

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Memorandum

DATE: June 03, 2013

TO: Planning, Policy and Legislation Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Matt Todd, Principal Transportation Engineer
John Hemiup, Senior Transportation Engineer

SUBJECT: **Approval of Capital Improvement Program/Programs Investment Plan Methodology and Review Draft Screening and Prioritization Criteria**

Recommendation
It is recommended the Commission approve the development methodology for the Capital Improvement Program (CIP) and the Programs Investment Plan (PIP) and review draft screening and prioritization criteria of CIP/PIP projects and programs.

Summary
As the Congestion Management Agency for Alameda County, Alameda CTC is legislatively required by California Government Code 65088.0 to 65089.10 to develop and update a Congestion Management Program (CMP) every two years. The CMP describes policies to address congestion in the county, while also formulating strategies to improve the transportation system and reduce greenhouse gas emissions. The next CMP update, currently underway, is due at the end of 2013.

As required by state statute, the CMP is required to include a Capital Improvement Program (CIP) that outlines projects which help maintain and improve the performance of the multimodal transportation system. In order to meet these legislative requirements, Alameda CTC intends to incorporate a comprehensive CIP and a Programs Investment Program (PIP) in the CMP document as part of the 2013 CMP update.

Based on the policy framework proposed with the Strategic Planning and Programming Policy adopted by the Commission in March 2013, the CIP and PIP will be incorporated with an expanded Strategic Plan/CMP that meets state statutory requirements, and serves as a fully integrated strategic planning and programming document that can more effectively guide future planning and programming decisions.

Consistent with the requirements of the CMP, the CIP and PIP will each contain a multi-year planning horizon to guide the programming of Federal, State, and local funds that are under Alameda CTC's purview.

The CIP will include projects that contribute to alleviating traffic congestion and reducing carbon emissions consistent with legislative mandates and Alameda CTC adopted plans. Projects will be prioritized based on funding eligibility and prioritization criteria.

The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Many of these activities are expected to be funded using Program Funds, such as Measure B and Vehicle Registration Fee (VRF) and will also contribute to reducing congestion and carbon emissions.

This staff report details the development approach for the CIP and PIP, including a discussion on the following:

- CIP/PIP Development Methodology
- Two-year Allocation Plan
- Project/Program Prioritization Criterion

The staff report discusses the prioritization criteria recommended for identifying projects and programs for inclusion in the CIP and PIP. The criteria are presented for review, and a final approval scheduled for July 2013.

Discussion

Purpose of the Capital Improvement Program and Programs Investment Plan

The purpose of the CIP and PIP is to strategically plan and program funding sources under Alameda CTC's purview for capital improvements, operations and maintenance projects and programs consistent with Alameda CTC adopted long-range plans such as the Countywide Transportation Plan (CWTP), Countywide Bicycle Plan, and Countywide Pedestrian Plan. Updated every two years, as part of the CMP, the proposed CIP/PIP will consist of a multi-year planning horizon that integrates and prioritizes transportation investments based on measurable performance measures. The project prioritization process to identify immediate capital improvement and program investment needs are described later in this staff report.

The PIP will also be structured to provide a link between the goals and policies contained in the CWTP and Alameda CTC programs. Specifically, it will guide programmatic and discretionary funding to the following types of programs:

- Transit Operations
- Paratransit services
- Bicycle programs/projects
- Pedestrian programs/projects
- SMART Corridors operations
- Express Lanes operations
- Transportation Demand Management
- Transportation Systems Management
- Safe Routes to Schools programs
- Local Roadways programs/projects
- Funding for Planning, Programming Monitoring, data collection, and performance reporting

Through the CIP/PIP project/program identification and prioritization process, Alameda CTC will identify priority transportation improvements that maintain or improve the performance of the multi-modal system for the movement of people and goods or mitigate transportation related

impacts on the environment such as air quality. Based on the CIP/PIP planning period, a two-year Allocation Plan will be developed to program discretionary funds to projects and programs identified as priorities and that are ready for construction/implementation.

CIP/PIP Development Methodology

The methodology used to develop the CIP and PIP will include the following steps:

1. Establish a prioritization process for projects/programs
    a. CIP/PIP prioritization criterion will be derived from the current CMP, CWTP, Regional Transportation Plan (RTP), Countywide Bicycle Plan, Countywide Pedestrian Plan, and previously approved selection criteria from Alameda CTC's current discretionary grant programs such as the FY 2012/13 Coordinated Funding Program, TFCA, and Measure B Paratransit Gap Cycle 5 Program.

    b. Prioritization criterion may include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost effectiveness/leveraging funds, and geographic equity.

2. Create an inventory of projects and programs through an examination of
    a. CWTP's Tier 1 and Tier 2 projects, and programmatic categories
    b. Recent discretionary grant project/program applications
    c. Countywide Bicycle Plan, Countywide Pedestrian Plan, and other approved planning documents.

    Alameda CTC may request updated or additional project/program information from project sponsors to better evaluate the readiness of potential projects. If required, this would be anticipated to occur at the end of June 2013.

3. Evaluate and prioritize projects and programs based on defined performance measures.

4. Establish a multi-year CIP/PIP.
    a. Projects/programs will be prioritized in the CIP/PIP for future funding allocations.
    b. Projects /programs that are programmed for funding through the current "calls for projects" will be included in the CIP/PIP as committed projects.
    c. Projects/programs not selected for funding in the current call for projects may be considered for inclusion in the CIP/PIP.

5. Include the CIP/PIP in the CMP.

6. Establish a two-year Allocation Plan based on the multi-year CIP/PIP (assume a 5-7 year time period). The two-year allocation plan will identify projects/programs from the multi-year CIP/PIP that would be approved for programming in the first two years of the CIP/PIP period (i.e. through FY 14/15). Additional evaluation will be considered to determine the projects/programs identified to receive programming in this period. Criteria that may be considered will include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost

effectiveness/leveraging funds, and geographic equity. The Allocation Plan revenue assumptions are discussed in more detail in the next section.

In future programming cycles, Alameda CTC will use the CIP/PIP and allocation plan to identify projects and programs for consideration. The CIP/PIP and Allocation Plan will be updated every two years as part of the CMP. In future CIP/PIP updates, Alameda CTC will reassess the prioritization of projects/programs for consistency with any updated policies, goals, and performance criterion.

Two-Year Allocation Plan

Revenue assumptions for the CIP/PIP were approved by the Commission at the May 23, 2013 meeting. The two-year Allocation Plan will include the annual programmatic pass-through funds from Measure B and VRF to local jurisdictions.

The discretionary funding available for programming during this timeframe will total approximately $107.8 M. The funding sources and available funding amounts are depicted in detail on Attachment A, Current/Future Programming Cycles, and summarized in the table below.

Two-year Allocation Plan
FY 13/14 to FY 15/16

Discretionary Funding Sources *(Funds with Programming Actions during FY 13/14 to FY 15/16)*	**Amount** *(in millions)*
STP/CMAQ	$ 45.2
STIP	$ 30.0
TFCA	$ 5.1
Lifeline Transportation Program	$ 9.6
Measure B	$ 8.1
VRF	$ 9.8
Total	**$ 107.8**

Based on the prioritization of projects in the CIP/PIP, projects/programs will be recommended for inclusion in the two-year Allocation Plan.

Draft Project Prioritization Criterion

Existing Criteria and Project Needs Identification

It is proposed to use a combination of existing project prioritization criteria contained in the CMP, CWTP, RTP, Countywide Bicycle and Pedestrian Plans, prior discretionary grant program guidelines, and other planning documents to determine project/program need and readiness for the CIP/PIP.

These planning documents contain an extensive evaluation process to determine the projects and priorities for the region on a long-range planning horizon of up to 25 years. Projects are prioritized based on criteria such as project readiness, multi-modal support, accessibility to low income housing, potential to close infrastructure gaps, connectivity to transit facilities, proximity to congested corridors and safety enhancements. These criteria are designed to achieve broad

performance objectives that improve the efficiency and accessibility to the county's transportation system. Although the performance elements contained in these plans are valuable at determining the county's transportation needs over an extended planning window of up to 25 years, in order to prioritize individual projects within the CIP/PIP window, Alameda CTC proposes to also screen and evaluate projects based on project readiness.

A summary of the long-range plans and their performance elements are included below and in Attachment B.

Countywide Transportation Plan (CWTP)
The CWTP is a long-range policy document that guides future transportation investments, programs, policies and advocacy in Alameda County through 2040. Acknowledging that changing conditions in the county may place new demands on the transportation system over time, the plan is updated every four years. The CWTP was last updated and approved in June 2012.

The CWTP defines a set of transportation investments based on the level of revenue projected to become available in Alameda County. The CWTP includes specific capital improvements such as road widening projects, and programs such as outreach and education efforts. Projects/programs included in the CWTP are recommended for inclusion in the RTP and ultimately allowing them to be eligible to receive state or federal funding.

The CWTP includes projects and programs in these categories:

1. **Committed Projects**: These are fully funded projects that are considered part of the baseline future transportation network. These projects are either under construction or moving toward construction. All of these projects are included in the RTP as committed projects based on MTC adopted committed project and funding policy (MTC Res 4006).

2. **Tier 1**: These projects are identified to receive full requested funding over the next 25 years in the CWTP.

3. **Tier 2:** These are projects are identified to receive partial funding over the next 25 years in the CWTP. The CWTP is committing partial funding to these projects to further project development and/or to fund certain phases that are ready for construction.

4. **Program Categories:** The CWTP identified fourteen (14) program categories with projects financed through formula based allocations to jurisdictions or through competitive grant processes. These categories include:

CWTP Project Categories	
1. Bicycle and Pedestrian	8. Transportation & Land Use (TOD/PDA Program)
2. Transit Enhancements – *Expansion & Safety*	9. Planning/Studies
3. Transit & Paratransit – *Ops & Maintenance*	10. TDM, Outreach, Parking Management
4. Local Road Improvements	11. Goods Movement
5. Local Streets & Roads – *Ops & Maintenance*	12. PDA Support (Non-Transportation)
6. Highway/Freeway	13. Environmental Mitigation
7. Bridge Improvements	14. Transportation Technology and Revenue Enhancement

5. **Vision:** These are projects that are not identified to receive discretionary funds in the current CWTP. These projects may be eligible for funding if new fund sources are identified in future updates of the CWTP.

It is important to note that project "tiers" do not reflect priority – all CWTP projects and programs *(except the vision category)* address transportation needs eligible to receive funding.

Congestion Management Program (CMP)
The CMP performance element is closely connected to the CWTP's goals and performance measures in that they both strive to reduce congestion and improve air quality. Specifically, the CMP contains performances measures including an evaluation of how highways and roads function, coordination of transit services, accessibility of transit facilities near housing, and percent of bicycle and pedestrian network completed.

Regional Transportation Plan
On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which is the RTP that specifies how approximately $218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The RTP is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area. This RTP is currently being updated as *Plan Bay Area to* address green house gas reduction strategies required from California's 2008 Senate Bill 375 *(Steinberg).* MTC released a draft of the updated RTP in March 2013, and anticipates adopting a final plan in Summer 2013. The updated plan assumes a revenue forecast of $289 billion.

Countywide Bicycle and Pedestrian Plans
In October 2012, Alameda CTC approved the Countywide Bicycle and Pedestrian Plans which identified a priority network of projects based on the goals and criteria included in the Countywide Bike Plan and the Countywide Pedestrian Plan. The plans also included a vision network defined as projects that would close network gaps, improve safety, encourage bicycle and pedestrian travel, and connect routes to transit facilities.

Building on Existing Criteria
These long-range planning documents contain performance criteria and objectives that guide policies and potential transportation investment scenarios to improve the county's transportation system over a 25-year period. This performance-based approach relies on travel forecasting and modeling on a collective scale (grouping of projects/programs together) to achieve measureable outcomes of potential investments over a long-range planning horizon. For the CWTP, the system level performance analysis was conducted for the purposes of developing a constrained CWTP, and is not a substitute for the detailed project level analysis which is required as each project goes through its development phase. The level and type of analysis required will be determined by the size of the project and the type of funding it receives. Thus, for a near-term planning document like the CIP/PIP, using these performance criteria and objectives can only provide a forecast of the county's transportation needs over a 25-year period. The CIP/PIP will examine these needs further for project readiness.

To link the long-range performance measures and county's transportation needs to the CIP/PIP, Alameda CTC proposes the consideration of multiple factors to prioritize projects including

project readiness, transportation need, Priority Development Area (PDA) proximity, sustainability of project, and funding commitments. These criterions are derived from the performance elements of the CMP, CWTP, RTP, and Countywide Bicycle and Pedestrian Plans performance measures *(refer to Attachment B).*

The proposed CIP/PIP prioritization criterion is listed below.

CIP/PIP Prioritization Criteria		
Index	**Criteria**	**Description**
1	Project Readiness	- Funding plan, budget, and schedule - Implementation issues - Agency governing body approvals - Coordination with partners
2	Needs and Benefits	- Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans - Cost per Unit, evaluated among its peer category projects and deliverable units - Safety benefits
3	Priority Development Area (PDA)	- Project within or proximate to a PDA
4	Sustainability *(Ownership / Lifecycle / Maintenance)*	- Defined funding and responsible agency for maintaining the project/program
5	Matching Funds/Leveraging	- Commitment from other fund sources

Note: Through this process, Alameda CTC will also take into account geographic equity.

With the anticipation of comparing multiple projects/program types, Alameda CTC proposes to prioritize projects relative to each other in defined project categories. The project categories originate from established categories in the CWTP, and were condensed to eleven (11) categories for the CIP/PIP. A summary of CIP/PIP project categories and funding eligibilities is provided in Attachment C. This approach will provide a balanced prioritization process as Alameda CTC compares similar projects types to one another.

As the first step, the prioritization criterion will screen projects from the long-range planning documents for inclusion in the CIP/PIP timeframe. Projects/programs will be evaluated for project readiness, needs, proximity to a PDA, sustainability, and commitment of outside funding sources. Thereafter, projects/programs included in the CIP/PIP will be further analyzed for discretionary funding distribution as part of the two-year Allocation Plan. The two-year Allocation Plan includes approximately $107.8 million in funds from programs such as Measure B, Vehicle Registration Fee, Lifeline, and STP/CMAQ. For the allocation plan, the prioritization criterion will be used to evaluate and recommend funding projects/programs that demonstrate a more immediate project delivery readiness.

As a link to the CWTP's long-range planning efforts, the CIP/PIP's funding distribution by project category will attempt to emulate the long-range investments scenarios contained in the CWTP. The CWTP contains a breakdown of discretionary funding allocations by category. It notes how the county's projected 25 years of discretionary funding ($9.56 billion) can be distributed to meet the County's transportation needs. Per the CWTP, the majority of funding is distributed to transit (48%), local streets and roads (24%), highway (9%), and bicycle and pedestrian (9%) improvement categories. The CIP/PIP's Allocation Plan intends to approach the

distribution of its $107.8 million in available funding in a similar manner to be consistent with the CTWP's investment vision. A comparison of the CWTP's and potential CIP/PIP's funding allocations by project category is outlined in Attachment D.

The CIP/PIP will examine and prioritize CWTP projects from Tier 1, Tier 2, and Program Categories, and include unfunded projects from prior grant programs. Projects/programs selected will be determined as "project ready" for implementation within the CIP/PIP's timeframe. A summary of the proposed CIP/PIP prioritization criteria is included as Attachment E.

Next steps
Provide project prioritization criteria for approval to the July 2013 Commission meeting.

Fiscal Impact
There is no fiscal impact at this time.

Attachment(s)

Attachment A:	Current/Future Programming Cycles
Attachment B:	Summary of Performance Elements from CWTP, CMP, RTP, and Countywide Bike and Pedestrian Plans
Attachment C:	Summary of Project Categories and Funding Eligibilities
Attachment D:	CWTP and CIP/PIP Funding Allocations by Project Category
Attachment E:	Summary of Proposed CIP/PIP Prioritization Criteria

Attachment A
Capital Improvement Program
Current/Future Programming Cycles

Summary:
This table depicts current and future programming cycles of various funding sources, and notes the anticipated year of programming decisions by the Alameda CTC's Commission. Also provided, is a general implementation schedule of planning documents associated with the CIP development.

- The DARK GRAY BOXES represents the cycle duration of available revenues in FY 12/13 Coordinated Call for Projects, Paratransit Gap, TFCA, etc.
- The PATTERN BOXES represents future funding cycles and the anticpated programming actions associated with these call for projects.
- The RECTANGLE from FY 13/14 to FY 15/16 represents the time period of the allocation plan.

FUNDING SOURCES	FY 12/13 Program Amount	Fiscal Year FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
FEDERAL									
STP/CMAQ (inc TE Program)[1]	$ 60,300,000								
STATE									
STIP	$ 30,000,000								
LOCAL/REGIONAL									
TFCA									
City/County Share (70%)	$ 1,197,000								
Transit Discretionary (30%)	$ 513,000								
Lifeline Transportation Program	$ 9,600,000								
2000 Measure B Discretionary									
Express Bus [1]	$ 2,200,000								
Paratransit	$ 2,000,000								
Bike/Pedestrian [1]	$ 2,500,000								
Transit Center Development	$ 426,201								
Vehicle Registration Fee Discretionary									
Mass Transit (25%)[1]	$ 5,000,000								
Local Technology (10%)	$ 2,118,500								
Bike/Pedestrian Safety (5.0%)[1]	$ 1,500,000								
ALAMEDA CTC APPROVAL SCHEDULE									
Countywide Transporation Plan (CWTP)	4 year Cycle - June Approval								
Congestion Management Plan (CMP) / CIP	Odd year Cycle - Dec. Approval								

Allocation Plan

Notes:
[1] Included in the FY 12/13 Coordinated Call for Projects

LEGEND
- Approval (Alameda CTC)
- Programming Decision (Alameda CTC)
- Current Proramming Cycle
- Future Programming Cycles

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ATTACHMENT B
SUMMARY OF PERFORMANCE ELEMENTS FROM
COUNTYWIDE TRANSPORTATION PLAN, CONGESTION MANAGEMENT PLAN, REGIONAL TRANSPORATION PLAN, AND COUNTYWIDE BIKE AND PEDESTRIAN PLANS

1. Countywide Transportation Plan (CWTP) Performance Elements

The CWTP includes projects that support modal shifts to non-motorized travel, improve access to activity centers, and travel services, especially for low-income households, reduce congestion, and reduce green house gas emissions. Projects are analyzed based on the following.

Countywide Transportation Plan Performance Elements	
1. Congestion	Percent of lane miles moderately or severely congested during AM/PM peak period
2. Alternative modes	Percent of trips made by non-automobile modes
3. Activity Center Accessibility	Percent of low-income households (<$25,000/year) within 20-minute drive or 30-minute transit ride of activity center or 0.5 mile from grade school
4. Public Transit Accessibility	Percent of low-income households within 0.25 mile of a bus route or 0.5 mile of a transit stop
5. Public Transit Usage	Daily Public Transit Ridership
6. Transit Efficiency	Transit passengers carried per transit revenue hour of service offered (bus only)
7. Travel Time	Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) peak hour, drive alone and transit trips
8. Reliability	Average ratio of AM (PM) peak hour to off-peak hour travel times for selected origins-destination pairs, drive alone and transit trips
9. Maintenance	Unmet maintenance needs over 28 years assuming current pavement conditions. Percentage of remaining service life for transit vehicles in 2035
10. Safety	Annual projected injury and fatality crashes
11. Physical Activity	Total daily hours spent biking or walking
12. Clean Environment	Tons of daily greenhouse gas emissions, and Tons of daily particulate (PM 2.5) emissions.

2. Congestion Management Plan (CMP) Performance Elements

The CMP and the CWTP Performance Measures are closely related to improve the county's transportation system. These performance measures are designed to meet the RTP and CWTP vision/goals pertaining to improving traffic congestion and air quality.

Congestion Management Plan Performance Elements	
1. Duration of Traffic Congestion	As defined by Caltrans, this is the period of time during either the a.m. or p.m. peak when a segment of roadway is congested (average speed is less than 35 m.p.h. for 15 minutes or more). Data are collected by Caltrans, or most recently by MTC, from floating car runs conducted in April/May and September/October each year and reported annually. The Alameda CTC may be able to collect similar data on the remainder of the CMP-network by conducting floating car runs earlier or later, where necessary, to observe the beginning and ending of the congested period.
2. Trips by Alternative Modes	Measured in terms of percent of all trips made through alternative modes (bicycling, walking, or transit) using the countywide travel demand model.
3. Low Income Households near Activity Centers	Measured in terms of ratio of share of households by income group within a given travel time to activity centers. It is measured as share of households (by income group) within 30-minute bus/rail transit ride, a 20 minute auto ride, at least one major

Summary of Performance Elements *(continued)*

	employment center, and within walking distance of schools.
4. Low Income Households near Transit	Measured in terms of ratio of share of households by income group near frequent bus/rail transit service. It is defined as being within one half mile of rail and one quarter mile of bus service operating at LOS B or better during peak hours.
5. Community Based Transportation Plans	Projects identified in Community Based Transportation Plans (CBTPs) and funded through the Lifeline Transportation Program are monitored annually. Monitoring shows the status and progress of these projects, which are meeting transportation needs in low income communities as identified in CBTPs. Progress of the implementation of these projects are included as a Performance Measure.
6. Transit Routing	This measure refers to both the pattern of the transit route network (e.g., radial, grid, etc.) and the service area covered (e.g., percent of total population served within one-quarter mile of a station/bus stop or percent of total county served, etc.). Measurement of routing performance may be applied at the corridor or screenline level to give users flexibility in locating service routes.
7. Frequency of Transit Service	This refers to the headway, or the time between transit vehicle arrivals (e.g., one bus arrival every 15 minutes). Service should be frequent enough to encourage ridership, but must also consider the amount of transit ridership the corridor (or transit line) is likely to generate. It also considers the capacity of the existing transit service in that corridor.
8. Transit Service Coordination	This measure refers to coordination of transit service provided by different operators (e.g., timed transfers at transit centers, joint fare cards, etc.). Performance should be aimed at minimizing inconvenience to both the infrequent and frequent user. Information provided by transit agencies should address the questions: Is there coordination and how convenient is it?
9. Transit Ridership	The average daily number of passengers boarding or de-boarding transit vehicles in Alameda County; and Transit ridership per revenue hour of service.
10. Average Highway Speeds	As currently measured by the Alameda CTC using the countywide travel demand model or floating car data, this is the average travel speed of vehicles over specified segments measured in each lane during peak periods. This measurement is made a sufficient number of times to produce statistically significant results.
11. Travel Time Measured in Four Parts by Mode	1. Average per-trip travel time for automobile, truck, and bus/rail transit modes. This measure will also serve as a proxy for economic vitality; 2. Ratio of peak to off-peak travel time for automobile, truck and transit modes; 3. Average daily travel time for bicycle and pedestrian trips; and 4. Average roadway travel time and transit time between origins and destinations pairs for up to 10 pairs using floating car data. These origins and destinations pairs will reflect major corridors in Alameda County.
12. Transit Availability	Transit availability is measured by the frequency of transit service during the morning peak period within one-half mile of rail stations or bus and ferry stops and terminals. Population density at the same stations is also measured to track availability of transit to Alameda County residents. The transit frequency portion of this measure is monitored annually based on input from transit operators.
13. Transit Capital Needs and Shortfall	Transit capital needs and shortfall is measured every four years, coinciding with the update of RTP. This is tracked for High Priority (Score 16) transit projects for Alameda County transit operators.
14. Roadway Maintenance	As defined by MTC, this is based on the roadway Pavement Condition Index (PCI) used in MTC's Pavement Management System. The PCI is a measure of surface deterioration on roads.
15. Transit Vehicle Maintenance	Measured in terms of "Miles between Mechanical Road Calls," and defined as the removal of a bus from revenue service due to mechanical failure.
16. Roadway Collisions	The number of accidents per one million miles of vehicle travel; and Total injuries and fatalities from all pedestrian and bicyclists collisions on Alameda County roadways.
17. CO_2 Emissions	Measured in terms of per-capita CO2 emissions from cars and light duty trucks.
18. Fine Particulate Emissions	Measured in terms of fine particulate emissions from cars and light duty trucks.

3. MTC's Regional Transportation Plan (RTP) Performance Elements

The Metropolitan Transportation Commission's (MTC) Regional Transportation Plan contains region-wide performance objectives evaluated on a 25-year scale.

Key performance objectives include:

- Reduce per capital delay
- Improve maintenance for transit and local roadways
- Reduce fine particulate emissions
- Reduce carbon dioxide emissions
- Reduce vehicle miles traveled

Regional Transportation Plan (RTP) Performance Elements	
1. Reduce Congestion	Defined in recurrent congestion, road capacity, or non-recurrent congestion (accidents, events, and construction).
2. Alternative Transportation	*Ties into CO_2 Emissions Reduction*
3. Livable Communities	Evaluate percentage decrease in share of earnings spent on housing and transportation costs by low and moderately-low income households.
4. Improve Affordability of Transportation and Housing for Low Income Household	Evaluate percentage decrease in combine share of low-income and low-income residents' earning consumed by transportation and housing
5. Vehicle Miles Travel	Reduction in vehicle miles traveled (VMT) and cost per VMT reduced
6. Transit Sustainability	- Evaluate service cost and demand
7. Improve Maintenance	- Maintain local road pavement condition index of 75 or greater for local streets and roads - State highway distressed pavement condition lane-miles not to exceed 10 percent of total system - Achieve an average age for all transit asset types that is no more than 50 percent of their useful life; and increase the average number of miles between service calls for transit service in the region to 8,000 miles.
8. Access and Safety	- Provides a transit alternative to driving on a future priced facility - Provides an alternative to driving alone - Improves access for youth, elderly and disabled persons - Improves safety for pedestrians and cyclists
9. CO_2 Emissions Reduction	Measured in quantitative scale of 2035 RTP.
10. Fine particulate	Measured in terms of modeling of vehicle volume and particulate emissions.

4. Countywide Pedestrian Plan Performance Elements

The Countywide Pedestrian Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Pedestrian Plan Performance Elements	
1. Network Impact	Number of completed countywide pedestrian projects
2. Trips	Percentage of all trips and commute trips made by walking
3. Safety	Number of pedestrian injuries and fatalities
4. Usage/Ridership	Number of pedestrian counted in countywide pedestrian counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date pedestrian master plans
6. Funding Commitment	Dedicated countywide funds for pedestrian projects or programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

5. Countywide Bicycle Plan Performance Elements

The Countywide Bicycle Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Bicycle Plan Performance Elements	
1. Network Impact	Miles of local and countywide bicycle network built
2. Trips	Percentage of all trips and commute trips made by bicycling
3. Safety	Number of bicycle injuries and fatalities
4. Usage/Ridership	Number of bicyclists in countywide bicycle counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date bicycle master plans
6. Funding Commitment	Dedicated countywide funds for bicycle projects and programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

Attachment C
Capital Improvement Program
Program Categories and Funding Investments

#	Category	Description
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, freeway coordination, & bridge improvements
5	Local Streets & Roads - Rehabilitation & Maintenance	LSR rehabilitation for roadways with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions. LSR maintenance for pavements with a PCI score of 50 or higher qualify for Pavement Maintenance treatments.
6	Local Streets & Roads - Operations	Signal operations, ITS, bridge operations, etc.
7	Highway/Freeway	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations
9	Planning / Studies/PID	Planning studies, implementation, and project initiation documents
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt
11	Goods Movement	Improvements for goods movement by truck; coordination with rail (and air), such as truck parking and truck/port/freight operations

Attachment C
Capital Improvement Program
Category Funding Eligibilities

Table Summary:
The following table details the category types and eligible funding sources.

#	Category	Description	Federal		State	Local								
			STP	CMAQ	STIP	TFCA	Lifeline	MB Express Bus	MB Paratransit	MB Bike/Ped	MB TCD	VRF Transit	VRF Technology	VRF Bike/Ped
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance	X	X		X	X			X	X			X
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental	X	X	X	X	X	X			X	X		
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)	X			X	X	X	X			X		
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, & freeway coordination	X	X	X	X	X			X	X			X
5	Local Streets & Roads - Rehabilitation & Maintenance	Street rehabilitation for streets with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions, Pavement Maintenance, etc.	X											
6	Local Streets & Roads - Operations	Pavement Maintenance, signal operations, ITS, etc.	X	X		X							X	
7	Highway/Freeway	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.	X	X	X									
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations	X	X			X				X			
9	Planning / Studies	Planning studies and implementation	X	X	X		X			X				X
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt	X	X		X	X		X	X	X			X
11	Goods Movement	Improvements for goods movement by truck; coordination with rail (and air), such as truck parking and truck/port/freight operations	X	X	X									

ATTACHMENT D
COUNTWIDE TRANSPORTATION PLAN AND
CAPITAL IMPROVEMENT PROGRAM / PROGRAMS INVESTMENT PLAN
FUNDING ALLOCATIONS BY PROJECT CATEGORY

CIP/PIP INVESTMENT SCENARIO

Distribution of $806.32 million in CIP/PIP Investments by Project Category *(excludes Measure B Capital Projects funds)*
The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's revenues by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount *(in millions)*
1	Bicycle and Pedestrian	9%	6%	$48.38
2	Transit Enhancements - Expansion & Safety	48%	51%	$410.57
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	39%	$311.20
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway	9%	2%	$18.52
8	Transportation & Land Use (TOD/PDA Program)	3%	>1%	$3.93
9	Planning / Studies	1%	>1%	$3.10
10	TDM, Outreach, Parking Management	3%	>1%	$7.45
11	Goods Movement	3%	>1%	$3.17
	Total	**100%**	**100%**	**$806.32**

Note:
1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately $1.1 billion in available revenue for the CIP/PIP window, excluding approximately $341.64 million in Measure B Capital Project Investments.

DISCRETIONARY ALLOCATION PLAN FUNDING SCENARIO

Distribution of $107.8 million in Discretionary Funding for the Allocation Plan by Project Category

The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's discretionary revenues (through 2015/16) by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount *(in millions)*
1	Bicycle and Pedestrian	9%	6%	$6.6
2	Transit Enhancements - Expansion & Safety	48%	54%	$57.7
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	28%	$29.7
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway (Safety Improvements)	9%	7%	$7.4
8	Transportation & Land Use (TOD/PDA Program)	3%	1%	$1.7
9	Planning / Studies	1%	1%	$1.0
10	TDM, Outreach, Parking Management	3%	2%	$2.4
11	Goods Movement	3%	1%	$1.3
	Total	**100%**	**100%**	**$107.8**

Note:

1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately $107.8 million in available revenue through FY 2015/16.

Attachment E
Capital Improvement Program / Programs Investment Plan
Proposed Prioritization Criteria

PRIORITIZATION CRITERIA – Deliverability Criteria

With the anticipation of comparing multiple project/program types, Alameda CTC will prioritize projects relative to each other in defined categories based on their respective project/program scopes. This approach can also be used to evaluate project readiness for inclusion in both the CIP/PIP and the two-year Allocation Plan.

All projects/programs will be evaluated using the Deliverability Criteria noted in Table 1 below.

Table 1: Deliverability Criteria

CIP/PIP Prioritization Criteria		
Index	**Criteria**	**Description**
1	Project Readiness	- Funding plan, budget, and schedule - Implementation issues - Agency governing body approvals - Coordination with partners
2	Needs and Benefits	- Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans - Cost per Unit, evaluated among its peer category projects and deliverable units - Safety benefits
3	Priority Development Area (PDA)	- Project within or proximate to a PDA
4	Sustainability *(Ownership / Lifecycle / Maintenance)*	- Defined funding and responsible agency for maintaining the project/program
5	Matching Funds/Leveraging	- Commitment from other fund sources

Note: Through this process, Alameda CTC will also take into account geographic equity.

ADDITIONAL CATEGORY SPECIFIC PRIORITIZATION CRITERIA

To provide a more comprehensive evaluation for projects/programs specific to countywide priorities pertaining to the bicycle and pedestrian, transit, highway/freeway, and goods movement categories, additional prioritization criteria will be considered as noted below.

Bicycle and Pedestrian Category

Capital Projects

- Priority is given to projects identified within the countywide priority network defined in the Alameda Countywide Bicycle and Pedestrian Plans *(approved by Alameda CTC on October 25, 2012).*

- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.
- Combined bicycle and pedestrian projects must be identified within the countywide priority network in at least one of these plans.

Programs

- Priority is given to programs identified within the countywide priority in the Alameda Countywide Bicycle and Pedestrian Plans *(approved by Alameda CTC on October 25, 2012).*
- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.

Local Bicycle and/or Pedestrian Master Plans

- All local master plans are considered to be a countywide priority since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements. Additional priority will be given to plans that:
    - Have no other potential funding sources for creating a master plan
    - Will Address areas/topics that are important but have not historically been examined; and/or
    - Will strongly improve the ability of the County to improve bicycle and/or pedestrian access, safety, or convenience.
- Priority is directed to jurisdictions with no Bicycle and/or Pedestrian Plan, than to jurisdictions with aged Plans.

Local Streets and Road – Improvements and Rehabilitation

- Priority is given to projects that demonstrate a maintenance need using a Pavement Management System and Pavement Condition Index (PCI).
- Priority is given to projects that address significant local streets and roads improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Number of lane miles and population formula will also be considered for discretionary road improvement funding.

Transit Categories: Transit Enhancements and Transit & Paratransit – Operations and Maintenance

- Priority is given to projects that address regionally significant transit issues and improve reliability and frequency will be given consideration for funding. Strategic capital investments that will create operating efficiency and effectiveness will be prioritized.
- Priority is given to projects that address significant transit improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Projects must have countywide significance, must serve residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area

Highway/Freeway

- Priority is given to projects that address regionally significant highway/freeway improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

Goods Movement

- Additional criteria anticipated from the Countywide Goods Movement Plan.
- Priority is given to projects that address regionally significant goods movement improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

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