



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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Supervisor Scott Haggerty, District 1

## **Commission Vice Chair**

Councilmember Rebecca Kaplan,  
City of Oakland

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Mayor John Chiang

## **City of Pleasanton**

Mayor Jerry Thorne

## **City of San Leandro**

Vice Mayor Michael Gregory

## **City of Union City**

Mayor Carol Dutra-Vernaci

## **Executive Director**

Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, September 9, 2013, 10:30 a.m.**

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

### **Mission Statement**

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

### **Public Comments**

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

### **Reminder**

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

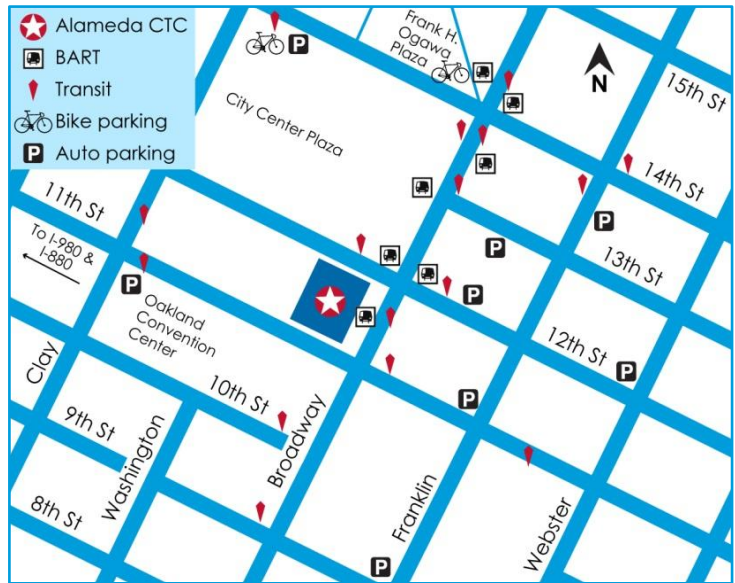
### **Glossary of Acronyms**

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

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

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



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

## Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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# Planning, Policy and Legislation Committee Meeting Agenda Monday, September 9, 2013, 10:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## 1. Pledge of Allegiance

## 2. Roll Call

## 3. Public Comment

**Chair:** Mayor Tim Sbranti, City of Dublin

**Vice Chair:** Supervisor Keith Carson, Alameda County District 5

**Commissioners:** Wilma Chan, Michael Gregory, John Marchand, Elsa Ortiz, Marvin Peixoto, Jerry Thorne

**Ex-Officio Members:** Scott Haggerty, Rebecca Kaplan

**Staff Liaisons:** Tess Lengyel, Beth Walukas

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

## 4. Consent Calendar

Page A/I

### 4.1. [July 8, 2013 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the July 8, 2013 meeting minutes.

### 4.2. [Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

5 I

## 5. Legislation

### 5.1. [Legislative Update](#)

19 A/I

## 6. Planning and Policy

### 6.1. [Alameda CTC Workplan Activities and Implementation Timeline](#)

31 I

### 6.2. Transportation Expenditure Plan Update (Verbal)

I

### 6.3. [Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan](#)

45 A

Recommendation: Authorize the release of a Request for Proposals (RFP) for development of a Countywide Transit Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

6.4.	<a href="#"><u>Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan</u></a>	55	A
	Recommendation: Authorize the release of a Request for Proposals (RFP) for development of an Integrated Community Based Transportation Plans Update and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.		
6.5.	<a href="#"><u>Goods Movement Collaborative and Plan Update and Project Screening Criteria and List</u></a>	61	A
	Recommendation: Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development		
6.6.	<a href="#"><u>ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)</u></a>	99	I
6.7.	<a href="#"><u>Final Plan Bay Area Update</u></a>	111	I

**7. Committee Member Reports (Verbal)**

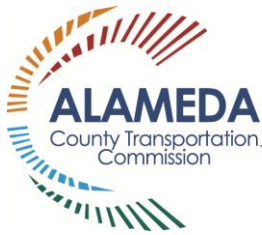
**8. Staff Reports (Verbal)**

**9. Adjournment**

**Next Meeting:** October 14, 2013

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





**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted and a quorum was confirmed.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. June 10, 2013 PPLC meeting minutes**

*Commissioner Thorne motioned to approve the consent calendar. Commissioner Haggerty seconded the motion. The motion passed unanimously.*

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel reviewed state and federal legislative initiatives. She reviewed house bills and updated the committee on the difference between the House and Senate Appropriations bills. Tess also updated the committee on the National Freight Advisory Committee, the AB 32 Scoping Plan update and AB 210.

Commissioner Kaplan had questions regarding AB 32 and wanted to know if the Commission would be able to view the communications that staff planned to present at upcoming CARB meetings. Tess stated that staff is engaging in a series of meeting with other Congestion Management Agencies across the region and will bring subsequent information and communications from those meetings to the Commission at the next meeting.

*This Item was for information only.*

**6. Planning and Policy**

**6.1. Presentation of Goods Movement Collaborative and Plan Development Update**

Tess Lengyel and Beth Walukas reviewed the goods movement collaborative and plan development update. Tess stated that the collaborative is to encourage an integrated approach to goods movement. She reviewed the process structure including creation of a leadership team, technical team, focus groups and a series of goods movement roundtables. Tess also reviewed the plans progress including scheduling and the RFP selection process, as well as the scheduling timeline for the National Freight Advisory Committee. Beth provided information on the California Freight Advisory Committee meetings. She also updated the Committee on mega-region coordination and next steps in regards to the plans development.

Commissioner Kaplan requested to see the list of projects that will be included in the preliminary plans. Beth stated that the list will come to the Commission in September.

Commissioner Haggerty stated that staff should work with the Port of Oakland to encourage 24-hour operations to improve congestion management. Beth stated that this operational issue could be addressed in the leadership teams.

Commissioner Gregory wanted to make sure labor was included into the coordination efforts regarding the plan. Tess stated that labor was specifically included into the list of included agencies.

*This Item was for information only.*

#### **6.2. Request for Qualifications (RFQ) for On-Call Consultants for Countywide Travel Demand Model Maintenance and Modeling Work**

Saravana Suthanthira recommended that the Commission approve the issuance of a RFQ for selection of qualified consultants to provide on-call modeling services related to performing model maintenance and address modeling needs for the Countywide Travel Demand Model, and authorize entering into an agreement with the selected consultants.

Commissioner Kaplan wanted to know if staff had considered doing an impact analysis study and/or if the study was incorporated into the scope of work. Beth stated that the consultants' scope is to focus specifically on the CMP legislation and requirements.

Commissioner Kaplan wanted to know if data collected through the model would come to the Commission broken down by city. Saravana stated that it will be broken down by jurisdiction.

Commissioner Peixoto requested an example of the type of work that the consultant would produce. Saravana stated that the consultant will use data from LOS monitoring to provide additional analytic data for the travel demand model.

*Commissioner Kaplan motioned to approve this Item. Commissioner Haggerty seconded the motion. The motion passed unanimously.*

#### **7. Committee Member Reports**

There were no committee member reports.

#### **8. Staff Reports**

Tess Lengyel stated that the first TEP AD Hoc Committee meeting is scheduled right before the July Commission Meeting on July 25, 2013 from 11:30am- 1:30pm. She stated that the meeting will focus primarily on the development of the polling questions.

#### **9. Adjournment/ Next Meeting**

The meeting adjourned at 12:00 p.m. The next meeting is:

Date/Time: Monday, September 9, 2013 @10:30 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee,  
Clerk of the Commission

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** September 9, 2013

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

**RECOMMENDATION:** Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

## 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 June 10, 2013, staff reviewed two NOPs, and one DEIR. Comments were submitted for three of these documents. The comment letters are attached.

**Fiscal Impact:** There is no fiscal impact.

## Attachments

- A. Comment letter for City of San Leandro Shoreline Area Development Project NOP
- B. Comment letter for City of Dublin The Green Mixed Use Project NOP
- C. Comment letter for City of Dublin Dublin Crossings Specific Plan DEIR

## Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Matthew Bomberg](#), Assistant Transportation Planner

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August 1, 2013

Sally Barros  
Senior Planner  
City of San Leandro  
835 East 14<sup>th</sup> Street  
San Leandro, CA 94577

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project

Dear Ms. Barros,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project.

The project is located in the San Leandro Shoreline Area, which encompasses approximately 1,800 acres of land situated on the eastern shore of the San Francisco Bay at the western end of Marina Boulevard. The proposed development site, totaling roughly 52 acres of land, plus a water surface area of approximately 23 acres, is the area generally west of Monarch Bay Drive between Marina Boulevard and Fairway Drive.

The San Leandro Shoreline Development Project is proposed as an integrated master planned development and a public/private partnership with the City on 52 acres of the City-owned marina. The proposed components of the Project include:

- 250,000 square foot office campus
- 220-225 room hotel
- 15,000 square foot conference center
- 188 units of housing (townhomes, live-work, single-family detached, flats)
- 3 new restaurants (totaling 21,000 square feet)
- 40,000 square feet of mixed use office/retail
- Library/Community building
- Parking structure.

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

- The City of San Leandro adopted Resolution No. 92-260 on September 8, 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 26<sup>th</sup>, 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 San Leandro and the Alameda CTC signed a Countywide Model Agreement on April 1, 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 and Doolittle Drive (SR-61) MTS transit operators include BART 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 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 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 promote countywide bicycle and pedestrian routes and areas 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](http://www.alamedactc.org/app_pages/view/5275). The Project Area is near proposed segments of the Countywide Bicycle Network on the Bay Trail and Doolittle Drive. The DEIR should explore whether there are synergies between implementation of these segments and other infrastructure improvements needed to support the Shoreline Development Area. Implementation of these segments could also 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.

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

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August 1, 2013

Kristi Bascom  
Principal Planner  
City of Dublin, Community Development Department  
100 Civic Plaza  
Dublin, CA 94568  
kristi.bascom@dublin.ca.gov

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for The Green Mixed Use Project (PLPA-2013-00013)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for The Green Mixed Use Project (PLPA-2013-00013). The project site contains 27.5 acres of land located in the Eastern Dublin Planning Area of the City of Dublin. More specifically, the project site is located on the south side of Martinelli Way between Hacienda Drive to the east and Arnold Drive to the west. Interstate 580 forms the southern boundary of the site.

The proposed Project would involve constructing a mixed-use commercial and residential development project on the site that would include up to 40,000 gross square feet of retail and restaurant floor area and 400 dwelling units. Other improvements would include surface parking lots, installation of utilities and services, site landscaping, pedestrian plazas, neighborhood open space area, and identification signage. Requested land use approvals include a General Plan Amendment, an amendment to the Eastern Dublin Specific Plan, Rezoning, Site Development Review, a Tentative Map, and a Development Agreement.

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

- The City of Dublin adopted Resolution No. 120-92 on September 28, 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 26<sup>th</sup>, 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 Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 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. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit systems to consider for this study are BART and LAVTA. The MTS roads in the project study area are Interstate 580; Dublin Boulevard; and Tassajara Road.
  - 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.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, 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 measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 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 address the

issue of transit funding as a mitigation measure in the context of the Alameda CTC policies 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 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 promote 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](http://www.alamedactc.org/app_pages/view/5275).
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

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

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bomberg for".

Beth Walukas  
Deputy Director of Planning

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

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August 1, 2013

Kristi Bascom  
Principal Planner  
City of Dublin, Community Development Department  
100 Civic Plaza  
Dublin, CA 94568  
[kristi.bascom@dublin.ca.gov](mailto:kristi.bascom@dublin.ca.gov)

SUBJECT: Comments on the Draft Environmental Impact Report for the Dublin Crossing Specific Plan (PA 08-049)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Dublin Crossing Specific Plan. The project area is located on a portion of the 2,485-acre Camp Parks Reserve Forces Training Area (Camp Parks) in the center of Dublin. The Project site is generally bounded by 5<sup>th</sup> Street to the north, Scarlett Drive to the west, Dublin Boulevard to the south, and Arnold Road to the east. The Specific Plan addresses future development in the project area, which includes demolition of the existing dwellings and other improvements on the site and construction of a residential mixed-use project with up to 1,995 single- and multi-family residential units; up to 200,000 square feet of retail, office, and/or commercial uses; a 30 acre Community Park; a 5 acre Neighborhood Park, and the provision for a 12 acre elementary school site to serve up to 900 students.

The Alameda CTC respectfully submits the following comments:

- The DEIR refers to the Alameda County CMA in numerous locations. The Alameda CTC is the successor agency to the Alameda County CMA. The DEIR should update all references to the new agency.
- On page 3-253, the DEIR states that "The level of service standard for the CMP analysis is LOS E." This statement is not accurate and should be removed. The LOS E threshold is used as to determine deficiencies during biannual Level of Service monitoring of existing conditions that the Alameda CTC conducts as the CMA for Alameda County, but is not a threshold of significance for development impact analysis. The next sentence in the DEIR is accurate and sufficient: "The Alameda County CMA does not have a policy for determining a threshold of significance for CMP requirements and expects that professional judgment will be used to determine project impacts."
- On page 3-253, the DEIR defines a threshold of significance for CMP analysis with the following statement: "For the purpose of this traffic analysis, if a segment operates at an unacceptable LOS without the project, the impact of the project is considered significant if

the contribution of project traffic results in an increase in the volume-to-capacity ratio of at least 0.02.” This statement should clarify what constitutes an “unacceptable LOS.”

- The DEIR states on page 3-225 that Figure 3.12-7 illustrates the trip distribution however this figure shows the project trip generation, not the trip distribution. The DEIR should include a graphic illustrating the assumptions regarding project trip distribution.
- The Dublin Crossing Specific Plan is an opportunity to consider multimodal transportation network designs based on complete streets principles as it falls within a Priority Development Area, is accessible by high quality public transit options including BART and the LAVTA RAPID, and is planned to accommodate significant new growth including some higher density and mixed use development. The Specific Plan identifies as a guiding principle that it will “Maximize the use of pedestrian and bicycle friendly connections through the strategic placement and variation of land uses and densities, and the creation of safe multi-modal transportation networks both through the site and into the larger community.” In addition, large portions of the project area overlap an Area of Countywide Significance from the Alameda Countywide Pedestrian Plan and several streets adjacent to the Project site are Countywide Bicycle facilities. Given these considerations, the DEIR should consider whether the circulation impacts identified can be mitigated through Transportation Demand Management strategies and/or investments in transit and active transportation infrastructure, rather than roadway capacity increases. To the extent that TDM strategies or multimodal improvements are infeasible, the DEIR should provide more analysis of the consequences that mitigation measures proposed will have on all road users. Specific mitigation measures that should be analyzed for secondary impacts on other road users include:
  - On page 3-266-7, the DEIR discusses elimination of the crosswalk on the east leg of the Scarlett Drive and Dublin Boulevard intersection as a mitigation measure, if the City’s preferred mitigation measure (a grade-separated bicycle and pedestrian bridge) is not possible. Opportunities for maintaining the crosswalk should be considered if bridge construction is not feasible.
  - On page 3-267, the DEIR proposes adding a second northbound left-turn lane at the intersection of Iron Horse Parkway and Dublin Boulevard as a mitigation measure. Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.
  - On page 3-268, the DEIR proposes increasing the number of eastbound through lanes at the Dublin Boulevard and Tassajara Road intersection to four lanes (above and beyond the increase to three lanes already planned for in the City of Dublin’s Traffic Impact Fee mitigation program). Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.

Thank you for the opportunity to comment on this DEIR. 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,

*Matthew Bomberg for*

Beth Walukas  
Deputy Director of Planning

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

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# Memorandum

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**DATE:** September 9, 2013

**SUBJECT:** Legislative Update

**RECOMMENDATION:** Receive an update on state and federal legislative activities.

## 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

### *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 update:* During the last week of August, both chambers debated their respective Transportation HUD appropriations bills. The House leadership had to pull its bill from consideration because they did not have the votes for passage. The Senate pulled its bill after a procedural vote that failed to garner 60 votes (The vote was 54-43).

These votes indicate that the House Republicans lack the votes to implement the huge cuts called for in the House-passed Ryan budget plan on their own, without Democratic support, and the Senate Democrats don't have the 60 votes needed to implement the

domestic spending increases requested by the Democratic leadership (above the Budget Control Act) without some Republican support.

It is anticipated that Congress will pass some type of Continuing Resolution (CR) to keep the government funded past September 30 into the new fiscal year. At this point, the House and Senate are over \$90 billion apart on the top line numbers for discretionary spending. Due to the spending disagreements and the fact that the House will be in session only nine days in September, a CR is most likely needed to fund various agencies through at least the first few weeks of the new fiscal year that will begin on October 1.

Congress will likely try to address the FY14 bills in late October/November when they will need to address the raising the debt ceiling.

### **Policy**

*Highway Trust Fund:* Senator Boxer held a press conference in late July to discuss the state of the Highway Trust Fund, noting that the EPW Committee will hold a hearing in September on highway and transit financing—one year ahead of the expiration of MAP-21. The Senator indicated that tax reform may be the key to fixing the long-term solvency issues of the Highway Trust Fund.

Although funding is currently available for the Highway Trust Fund, the Congressional Budget Office (CBO) estimates it will become insolvent in FY15, and Members have yet to publicly support any possible solutions.

Congress would have to transfer an additional \$15 billion in 2015 and increase amounts in the subsequent years to maintain solvency if no other action is taken, according to CBO. By 2014, Congress will have transferred more than \$53 billion into the Highway Trust Fund to maintain solvency.

*National Freight Advisory Panel:* In February DOT announced the establishment of the National Freight Advisory Committee as part of the MAP-21 freight provisions. The Committee is tasked with providing recommendations to the Secretary aimed at improving the national freight transportation system. The Committee held its first meeting on June 25 and is in the process of forming subcommittees to address separate areas that will be incorporated into the National Freight Strategic Plan (NFSP). Under the law, DOT is required to develop the NFSP by September 2015 and update it every five years. The plan will address the following issues:

- Assess the condition and performance of the national freight network;
- Identify highway bottlenecks that cause significant freight congestion;
- Forecast freight volumes;
- Identify major trade gateways and national freight corridors;
- Assess barriers to improved freight transportation performance;
- Identify routes providing access to energy areas;

- Identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- Provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity

Six subcommittees are being formed to address development of the NFSP including:

- National Freight Strategic Plan Development
- Conditions, Performance, and Data
- Safety and Environment
- Project Delivery & Operations
- Research, Innovation, and Technology
- International Freight Strategies and Operations

NFAC is chaired by Secretary Ann Schneider (Illinois DOT) and Mort Downey of the Coalition for America's Gateways and Trade Corridors is vice chair. Members from California include Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Co. and California Transportation Commission member; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

Alameda CTC is coordinating with the NFAC representative from Northern California, Randy Iwasaki, on the activities of the California Freight Advisory Committee (CFAC) on which Art Dao sits to ensure effective information exchange to support Northern California needs.

### **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.

*End of session:* The last day of the current year session is September 13<sup>th</sup>. The Governor has until October 13<sup>th</sup> to sign or veto any bills sent to his desk during the final weeks of session. Since this is the first year of a two-year session, bills are not considered dead if they have not made it through both sides of the Legislature since members can carry legislation over and revisit it in the second year of this two-year session.

*Transportation Agency:* The Senate Rules Committee unanimously approved the recommendation to confirm the appointment of Brian Kelly as the first Secretary of the California State Transportation Agency. Secretary Kelly was praised by a lengthy list of supporters as the best qualified candidate to lead the new Agency at this pivotal time. The full Senate should vote on the appointment by the end of August and Alameda CTC submitted a letter of support for Secretary Kelly.



*Legislative seats:* Several changes in legislative seats in California are affecting the Democratic supermajority. In the Central Valley, the Senate District 16 special election was won by Republican Andy Vidak who beat Democrat Laticia Perez. While the Senate Democrats currently hold super-majority with 28 seats, the loss of this district will make holding the super-majority status much more tenuous in next year's elections. There now remains one vacancy in the Senate, which was created when Senator Current Price was elected to the Los Angeles City Council. The special election to fill the vacancy is scheduled for September 17<sup>th</sup>.

In addition, the race to fill the vacancy in Assembly District (AD) 52 is heading to a runoff on September 24. This vacancy was created when Assemblywoman Norma Torres won a special election for Senate District 32. The primary for the AD 52 special election resulted in the top two vote recipients as Ontario Mayor Paul Leon, who captured 24.9% of the vote, and Pomona City Councilman Freddie Rodriguez with 22.2%. While registered as a Republican, Leon lost to Torres in the Senate seat race. He registered as No Party Preference for the Assembly race. Freddie Rodriguez was one of seven Democrats registered in the primary.

There are currently two vacancies in the Assembly, and Democrats are one seat shy of the super-majority. The other vacancy is in AD 45, which was vacated when Assemblyman Bob Blumenfield was elected to the Los Angeles City Council. The AD 45 special election primary is scheduled for September 17<sup>th</sup>.

## **Policy**

*AB 32 Scoping Plan:* On June 13<sup>th</sup>, the Air Resources Board held its "kick-off" workshop on updating the AB 32 Scoping Plan. The existing AB 32 Scoping Plan was adopted in 2008 and focused on 2020 reduction goals. The updated plan will set the path to achieve 2050 reduction goals.

The AB 32 Scoping Plan update provides an opportunity to review and revise the 2008 Scoping Plan, and establish near and long term goals for reducing greenhouse gas emissions. The update will focus on six sectors, which include 1) transportation and fuels (including infrastructure and land use); 2) energy generation (including transmission infrastructure and efficiency); 3) waste; 4) water; 5) natural lands; and 6) agriculture. The timeline for the update anticipates a draft Scoping Plan being released in late summer, and Board action scheduled for November.

The updated Scoping Plan will influence the Cap & Trade expenditure plan that will hopefully be included in the Governor's 2014-15 budget proposal. This raises the importance of Alameda CTC and its partners in advocating for transportation supporting investments in the AB 32 Scoping Plan that focus on achieving greenhouse gas reduction goals. Alameda CTC coordinated with the with the Bay Area Congestion Management Agencies on this issue and hosted a table and provided comments at the July 30 scoping

plan workshop in San Francisco. Attachment B includes materials developed by Alameda CTC that were used at the workshop.

The workshop provided an overview of the progress made toward the 2020 reduction goals, such as the Low Carbon Fuel Standard, shore power, heavy duty truck retrofits and replacement, Cap & Trade Regulations, and the implementation of SB 375. An overview of each sector was provided by representatives from various agencies. These summaries provided an overview of the 2020 goals and outlined a vision for the 2050 goals.

For the transportation sector discussion, it was discussed that the 2050 goal includes an 80% reduction in transportation related greenhouse gas emissions, as required by Governor Brown's [Executive Order B-16-2012](#), below 1990 levels. To accomplish this goal, the 2050 vision will focus on sustainable communities, freight transportation, and fuels. The vision for sustainable communities includes improving access to public transit, expanding the use of zero emission buses and rail, and development of active transportation infrastructure. This will require close coordination local and regional entities. The freight strategy will largely rely on moving goods more efficiently with zero or near zero emission vehicles.

### **Legislation**

The following provides an update on the status of legislation and legislative positions.

*AB 210(Wieckowski)*: AB 210 was approved by the Senate on a party line vote of 25-12. The bill is currently in "enrollment" where it might be held until the 30 day rule kicks in, which means that during the last week of session the Governor has 30 days to sign or veto any bill sent to his desk. If AB 210 is held in enrollment, we may not know the fate of this bill until October 13<sup>th</sup>. AB 210 would allow Alameda County to exceed the existing 2% local sales tax cap if the transportation expenditure plan, such as Measure B1, is approved.

As of this writing, the following support positions from jurisdictions and organizations have been received:

- Albany
- Dublin
- Emeryville
- Fremont
- Hayward
- Livermore
- Oakland
- Pleasanton
- San Leandro
- Union City
- Alameda County
- AC Transit
- BART
- LAVTA
- MTC
- East Bay Regional Park District
- Building and Construction Trades Council of Alameda County
- East Bay Bicycle Coalition
- Bay Area Council

- *Alameda County Board of Supervisors*
- *California Nevada Cement Association*
- *CH2M Hill*
- *Contra Costa County Transportation Authority*

*Legislative coordination efforts:* Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including 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:** There is no fiscal impact.

### **Attachments**

- A. Alameda CTC Legislation Program
- B. AB 32 Scoping Plan Workshop – Congestion Management Agency materials

### **Staff Contact**

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation



### 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 measurable 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
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li><li>Support legislation that increases the buying power of the gas tax</li><li>Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.</li><li>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.</li></ul>	<ul style="list-style-type: none"><li>Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements</li></ul>	<ul style="list-style-type: none"><li>Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent;</li><li>AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>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.</li><li>Support legislation that protects against transportation funding diversions to the General Fund.</li><li>Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.</li><li>Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li><li>Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li><li>Seek, acquire and implement grants to advance project and program delivery.</li><li>Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring</li></ul>	<ul style="list-style-type: none"><li>AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spaces</li><li>AB466: Support CMAQ current funding allocation</li><li>AB 791: Oppose changes to current methods for adjusting the excise fuel tax</li></ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"><li>Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.</li><li>Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.</li><li>Support innovative project delivery methods.</li><li>Support HOT lane expansion in Alameda County and the Bay Area.</li><li>Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring</li></ul>	<ul style="list-style-type: none"><li></li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>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.</li><li>Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery</li></ul>	<ul style="list-style-type: none"><li></li></ul>

Issue	Priority	Strategy	Actions	Legislation
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.</li> <li>Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.</li> <li>Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users.</li> <li>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.</li> <li>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.</li> <li>Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.</li> <li>Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>	<ul style="list-style-type: none"> <li>On-going work with agency coordination, grant development and legislative advocacy</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Support climate change legislation	<ul style="list-style-type: none"> <li>Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development.</li> <li>Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> <li>Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>AB 574: Support allocation of Cap &amp; Trade funds to the region for distribution to support implementation of the SCS</li> </ul>
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> <li>Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.</li> <li>Support legislation and policies that promote governmental efficiencies and cost savings in transportation.</li> <li>Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.</li> <li>Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.</li> </ul>	<ul style="list-style-type: none"> <li>On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable.</li> <li>An updated Alameda CTC procurement policy will support business participation efforts.</li> </ul>	<ul style="list-style-type: none"> <li>Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee</li> </ul>



## 9-COUNTY SAN FRANCISCO BAY AREA

## Transportation • Economy • Community



**SAN FRANCISCO BAY AREA TRANSPORTATION AGENCIES** are investing in projects and programs that create accessible, convenient and sustainable transportation to move people and goods, spur economic growth and enrich communities.

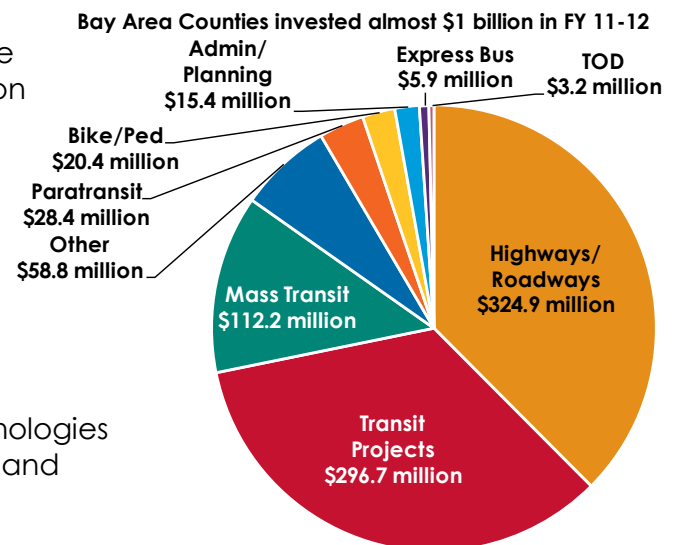
### Transportation initiatives in 9 Bay Area counties

The nine Bay Area Congestion Management Agencies plan, fund and deliver almost \$1 billion each year for projects and programs that support the world's 20<sup>th</sup> largest economy. Moving over 7 million people each day requires investments in:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Express bus service
- Highways/roadways to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Paratransit for senior and disabled transportation
- Transit oriented development

Bay Area County voters have approved local transportation measures that fund these investments. Combined with regional, state and federal funds, we build and operate systems to:

- Reduce congestion
- Improve access and efficiencies
- Implement new technologies
- Create safe, efficient and clean transportation.



Our commitment and delivery record are strong.

### Reduce greenhouse gas emissions from transportation

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation fuels funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions on a per capita basis to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies

## Transportation • Economy • Community

California is leading the nation in aggressively reducing greenhouse gas emissions. The Bay Area Congestion Management Agencies support the AB 32 Scoping Plan Update to fund sustainable communities, sustainable freight and clean fuels. With our partners, we are advancing the vision of an efficient, sustainable Bay Area transportation system that supports vibrant communities, a strong economy and a clean environment. We support Cap-and-Trade funds from motor vehicle fuels for direct investments in transportation improvements at the regional level.

**To achieve GHG reduction goals, the state must invest now. At the regional level, we are committed and have a strong record of delivery. As transportation partners, we are working together for sustainable communities and clean transportation.**



### Sustainable Communities

Over the past two years, the Bay Area has come together and is moving forward with implementing our Sustainable Communities Strategy (SCS), as part of the Regional Transportation Plan, which relies largely on cities and counties to implement transportation and land use changes to achieve GHG reduction targets. State investments at the regional level will advance our SCS into action.



### Sustainable Goods Movement

The Bay Area is home to the fifth largest port in the nation. A half a trillion dollars worth of goods are moved through the Bay Area each year on our highways, roads, rail, seaports and airports serving the Bay Area, state and the nation. Building upon our investments in clean freight will reduce GHGs, improve goods movement efficiency, expand system capacity and support healthy, livable communities.



### Fuels and Innovative Technologies

The Bay Area is home to innovation. We support and are implementing innovative technologies such as transportation corridor management investments, transit electrification, fueling stations and new technologies to improve transit and roadway efficiencies, expand travel choices and reduce emissions. Building upon and expanding these types of investments supports GHG reduction.

## Bay Area Congestion Management Agencies

### County

Alameda  
Contra Costa  
Marin  
Napa  
San Francisco  
San Mateo  
Santa Clara  
Solano  
Sonoma

### CMA Directors

Arthur L. Dao  
Randell H. Iwasaki  
Dianne Steinhauser  
Kate Miller  
Maria Lombardo (acting)  
Sandy Wong  
John Ristow  
Daryl K. Halls  
Suzanne Smith

## Transportation partnerships

Association of Bay Area Governments  
Bay Area Air Quality Management District  
California Department of Transportation  
Metropolitan Transportation Commission  
San Francisco Bay Conservation and Development Commission



## 9-County Bay Area

- 7.3 million people
- San Francisco Bay Area economy ranked 20th largest economy in the world
- \$866 million annually in local revenues support mobility
- Local governments implement sustainable communities strategies:
  - Accountability
  - Priorities implemented at a local level

## Transportation Partnerships

Association of Bay Area Governments (ABAG)

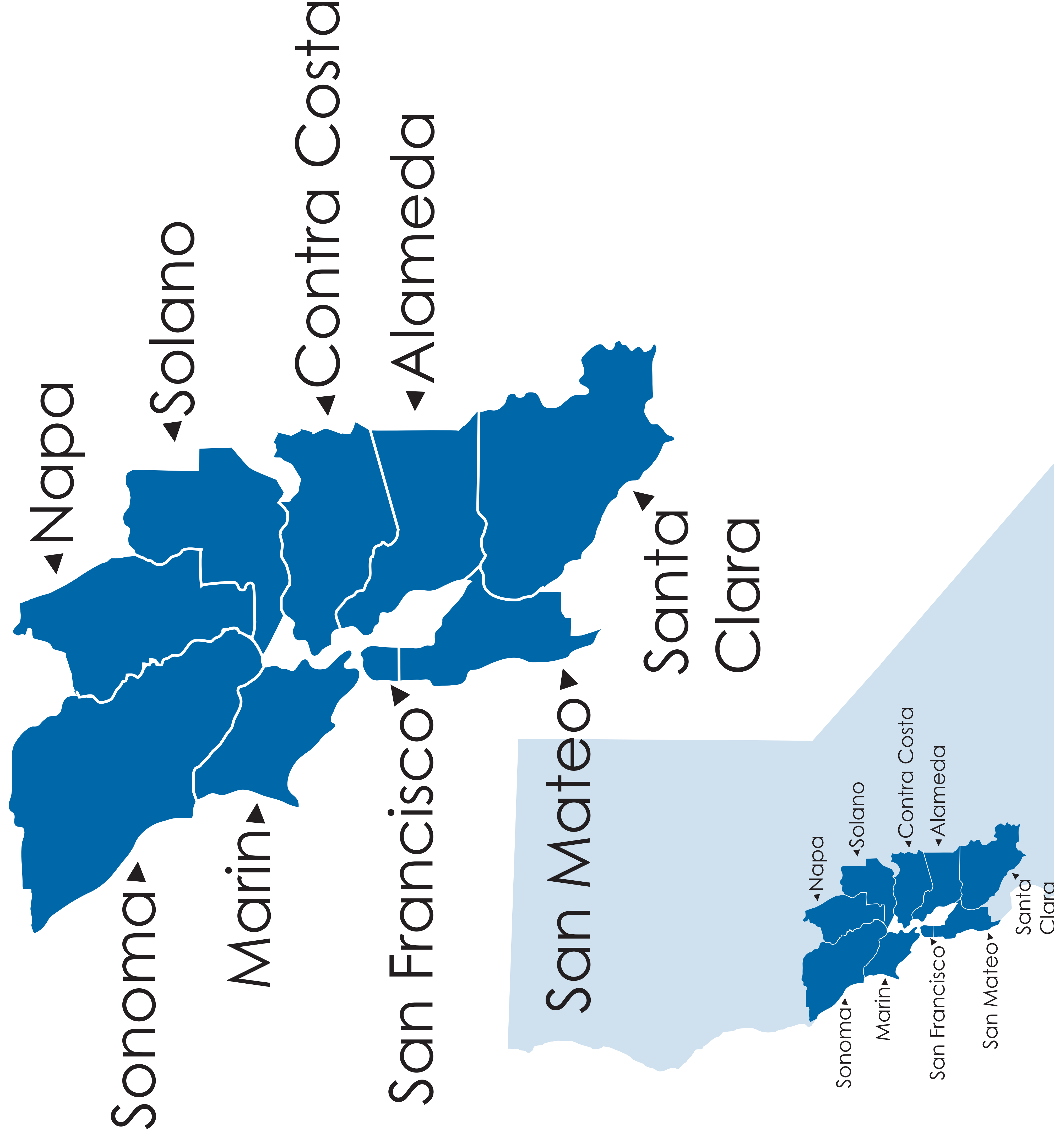
Bay Area Air Quality Management District (BAAQMD)

California Department of Transportation (Caltrans)

Metropolitan Transportation Commission (MTC)

San Francisco Bay Conservation and Development

Commission (BCDC)





# Transportation and GHG Reductions

## Bay Area County Transportation Investments Reduce GHGs

### Sustainable Communities

- Over 200 Priority Development Areas that will focus jobs and housing growth and support the linkage of transportation, housing and jobs
- Priority Conservation Areas to preserve open space and agriculture
- Vanpool, carpool and transit promotion
- Expansion of bike and pedestrian facilities to increase use, safety and connections to transit
- Multi-modal transit stations (rail, bus, BART, ferry)
- Complete streets implementation to support all users and all transportation modes

### Sustainable Goods Movement

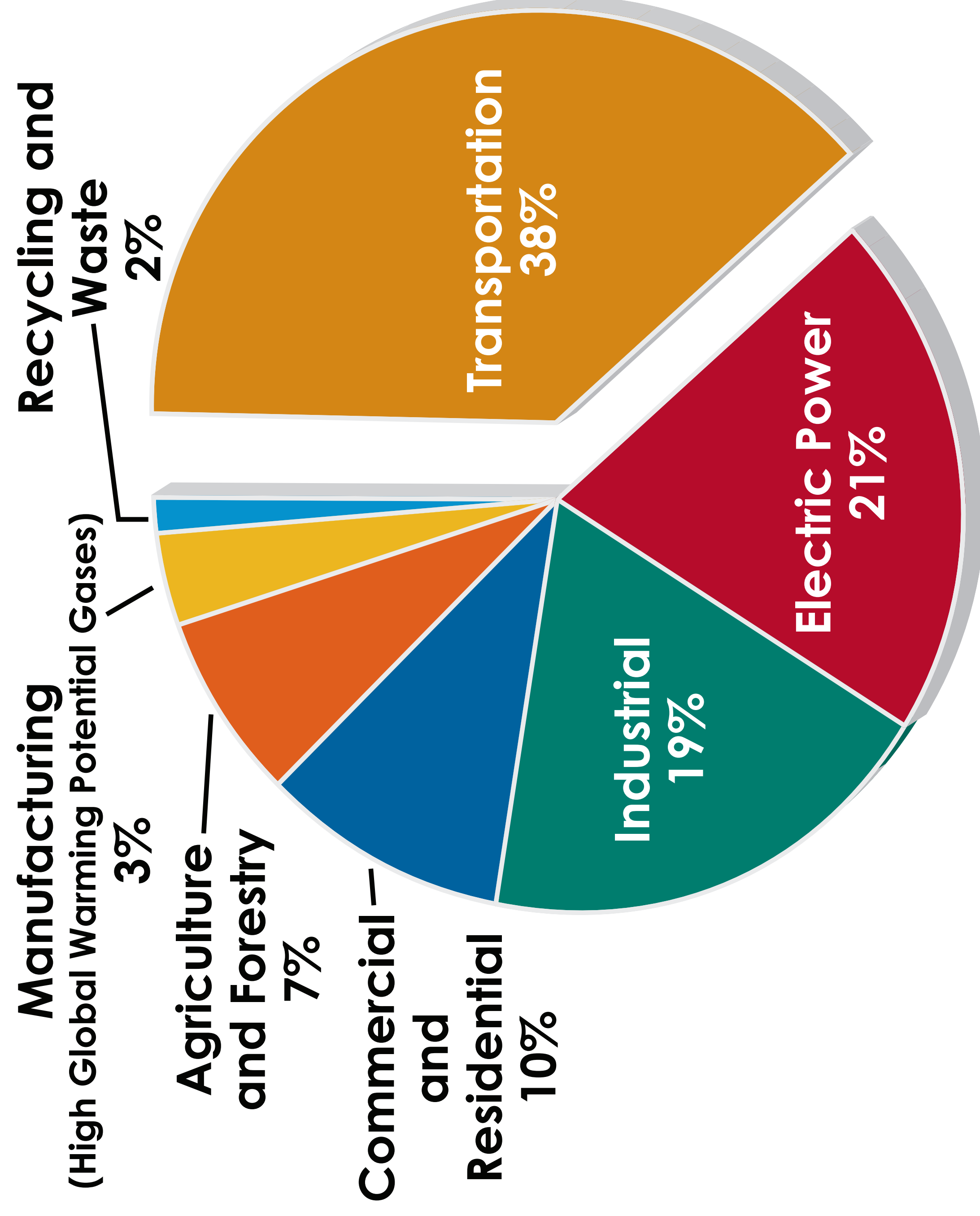
- Truck to rail freight investments
- Electrification of shorepower
- Highway and rail investments to improve freight efficiencies and reduce community impacts

### Innovative Technologies

- Caltrain electrification to replace diesel engines
- Hybrid electric buses
- Multi-jurisdictional alternative fueling facilities
- Multi-county integrated corridor mobility management
- Traffic signal improvements

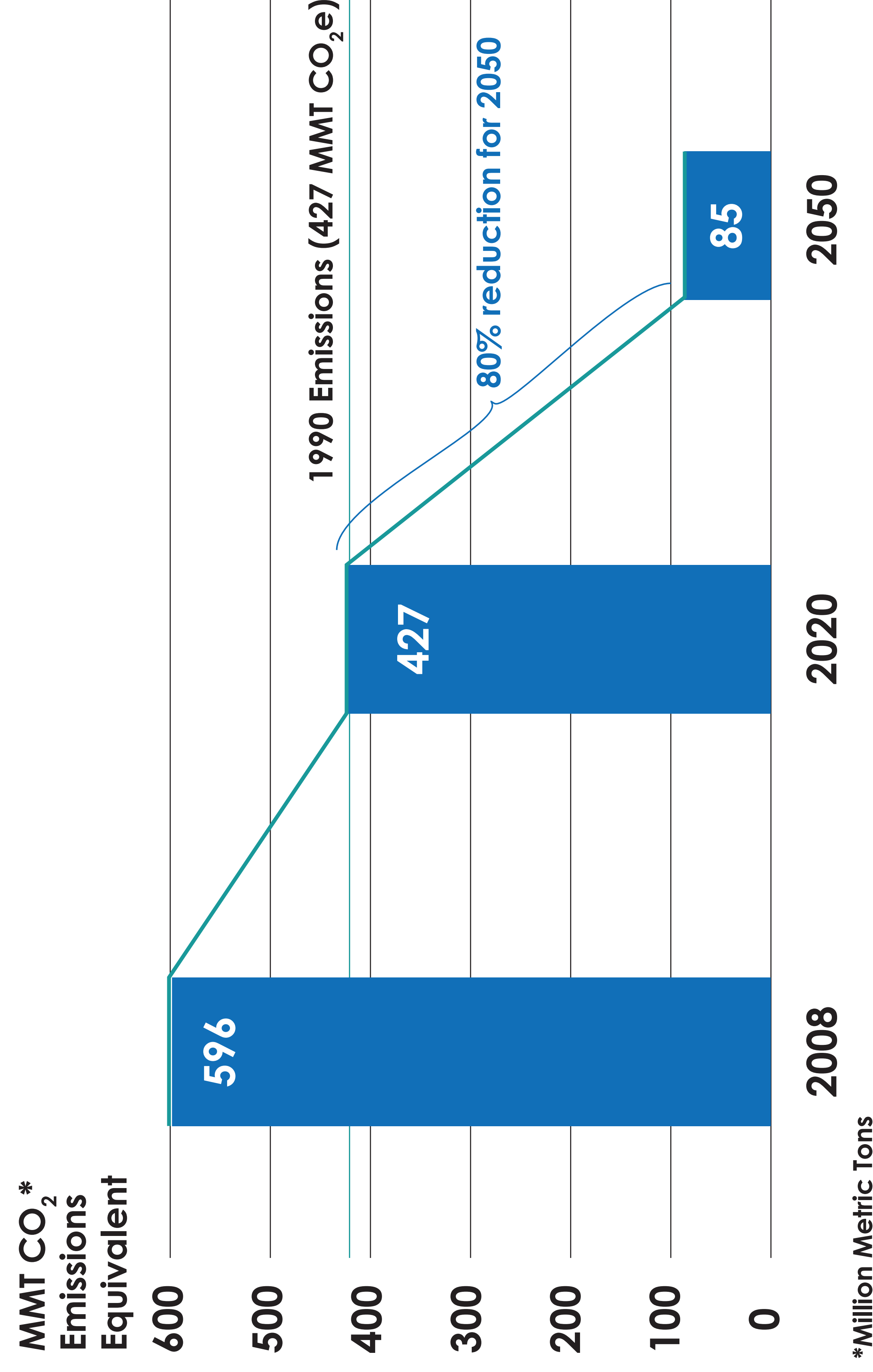


## California 2010 GHG Emissions by Economic Sector



**Transportation is the largest contributor of GHG emissions in the state. Regions and counties have long-range plans for sustainable transportation. A strong commitment from the state now to fund implementation will support achieving 2050 GHG reduction goals.**

## AB 32 Emission Reduction Goals







# Memorandum

6.1

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• www.AlamedaCTC.org

**DATE:** September 5, 2013

**SUBJECT:** Alameda CTC Work Plan Activities and Implementation Timeline

**RECOMMENDATION:** Receive information on the implementation timeline for Alameda CTC coordinated Work Plan activities for FY13-14.

## Summary

Alameda CTC continues to integrate strategies, initiatives, and activities across all disciplines to increase efficiencies and integrate expertise in development and delivery of planning and policy, programming, finance and procurement, and project delivery tasks. This memo summarizes the Alameda CTC Work Plan and provides an overview of the activities and timeline expected in fiscal year 2013-2014 (FY13-14). Attachment A includes the implementation schedule for these activities.

## Background

Alameda CTC's work to deliver transportation projects and programs throughout Alameda County relies on coordination and support from the following departments:

- Planning and Policy, including legislation and communications
- Programming
- Finance and Procurement
- Projects

## Work Plan Approach

Alameda CTC staff has planned for FY13-14 activities, coordinated on strategies and approaches, and has collaborated to develop an integrated Alameda CTC Work Plan. This plan will help ensure staff continues to coordinate efforts and will create greater efficiencies in strategizing, scheduling, and budgeting for transportation development and implementation activities throughout the year.

For each department, the following highlights key activities and areas of focus that may impact more than one discipline in the agency.

**Planning and Policy:** In FY13-14, Alameda CTC will develop and implement several planning and policy activities, including updates to and development of several plans, development of the 2014 legislative program, and internal and external communication efforts. Many of these projects will interrelate with the programming, finance and procurement, and projects departments and will require coordination. Key activities include an update of the Congestion Management Program (CMP), development of three modal plans to inform the Countywide Transportation Plan, administering the SC-TAP program, and implementing the bicycle and pedestrian plans.

## **Planning**

At the Commission retreat in February 2013, planning was considered a top priority by participants. As a result, in FY13-14, Alameda CTC will coordinate with regional partners such as the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments and local partners, including all local jurisdictions, to update major plans and develop new plans for transportation in Alameda County.

- **Congestion Management Program update (December 2013):** The CMP update includes updates to the Performance Report, the Level of Service Monitoring, and the Countywide Travel Demand Model; the CMP will also require close coordination with the projects and programming departments that are leading development of the Capital Improvement Program and the Programs Investment Plan.
- **Travel Demand Management:** Building on the Guaranteed Ride Home Program, Alameda CTC will develop a Comprehensive Travel Demand Management Program, including parking management and development of the Guaranteed Ride Home Annual Report.
- **Transportation and land use:** Building on its Transportation and Land Use Program, Alameda CTC will expand its efforts to link land use and transportation, including updating the current Priority Development Area Growth and Investment Strategy.
- **Regional coordination:** Alameda CTC will coordinate its planning efforts with the adopted Regional Transportation Plan and Sustainable Communities Strategy.
- **Multimodal plans:** Alameda CTC will do the following:
  - Develop a Bay Area Goods Movement Collaborative, including establishing leadership and technical teams that include Bay Area stakeholders and integrating goods movement as a priority within Alameda CTC and partner agency work plans and legislative programs. In addition, the planning and policy department will also develop a Countywide Goods Movement Technical Plan, including releasing a request for proposals for development of the plan and overseeing plan development with a focus on performance measures and targets, forecasts, and projects, as well as Alameda County Truck Parking

Feasibility Study recommendations. To support goods movement, Alameda CTC will also continue to create a strategic advocacy approach for legislation, funding, education, and policies.

- Develop a Comprehensive Countywide Transit Plan that builds on the ongoing regional Transit Sustainability Project effort, to identify needs and priorities.
- Develop a Countywide Community Based Transportation Program that includes updating current Community Based Transportation Plans and incorporating new Communities of Concern, as defined by MTC.
- Develop a Countywide Arterial Mobility Corridor Plan to maximize mobility and management of regionally significant arterial corridors.

## **Policy**

Ongoing and expanded policy efforts will be conducted in FY13-14 in relation to planning efforts and other departmental activities. Some of these activities are noted below:

- **Procurement Policy:** Alameda CTC will develop a procurement process that addresses agencywide contracting policy needs, including policies concerning the requirement for local and small local business preference when utilizing local funds (Measure B and Vehicle Registration Fee (VRF)), as well as general contracting for all other fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is 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. Staff will work closely with Alameda County jurisdictions during the development of the legislative program.
- **Transportation Expenditure Plan Ad Hoc Committee coordination:** Alameda CTC has formed an ad hoc committee of Commissioners to discuss the update of the Transportation Expenditure Plan and possible placement of the plan on the ballot in 2014 or 2016. These activities will be supported by all Alameda CTC departments.
- **Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committees:** Alameda CTC will continue to support the efforts of these community advisory committees that either review expenditures, projects and programs, or make recommendations to the Commission under the planning and policy department.

- **Alameda CTC communications publications:** Implementation of Alameda CTC's Strategic Communications Plan includes ongoing outreach and education with the public, partners, transportation stakeholders, and elected officials. Publications that inform the public about Alameda CTC's activities include the annual report, the e-newsletter, the Executive Director's Monthly Report, fact sheets, brochures, PowerPoint presentations, as well as other marketing material, press releases, and reports.
- **Other policy activities:** These efforts include development and updates of agency policies, as needed, including updates to the Administrative Code and policies related to implementation of Alameda CTC's Work Plan.

**Programming:** In FY13-14, Alameda CTC will continue programming efforts for the various fund sources managed by the agency. Programming will be linked to policy and planning direction per the priorities identified in the adopted planning documents. In addition, the programming department also supports the efforts of the Paratransit Advisory and Planning Committee and the Paratransit Technical Advisory Committee.

*Ongoing programming activities:*

- Monitoring and administration for federal- and state-funded projects, for example, One Bay Area Grant Program funds
- Grant monitoring and administration of Measure B pass-through and discretionary grant programs:
  - Bicycle and Pedestrian Safety Grant Program
  - Express Bus Services Grant Program
  - Paratransit Gap Grant Program
  - Transit Center Development Grant Program
- Grant monitoring and administration of Vehicle Registration Fee pass-through and discretionary grant programs:
  - Local Transportation Technology
  - Pedestrian and Bicyclist Access and Safety Program
  - Transit for Congestion Relief Program
  - Local Streets and Roads

*Call for projects and award programming activities in FY13-14:*

- **Transportation Fund for Clean Air Program (TFCA):** State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a \$4 fee per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent is allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent is programmed to the cities and county, and 30 percent is programmed to transit-related projects. Alameda CTC also provides ongoing monitoring and administration for this program.

- **State Transportation Improvement Program (STIP):** Under state law, the Alameda CTC works with project sponsors, including the California Department of Transportation, transit agencies, and local jurisdictions to solicit and prioritize projects that will be programmed in the STIP. Of the available STIP funds, Alameda CTC programs 75 percent at the county level, earmarked as "County Share." The state programs the remaining 25 percent as part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a fund estimate that serves as the basis for financially constraining STIP proposals from counties and regions. Alameda CTC is in the process of developing its 2014 STIP recommendation and provides ongoing monitoring and administration for this program.

*Additional programming department activities:*

- **Strategic Plan/CMP:** All disciplines are engaged in a new method to develop a Strategic Plan/Congestion Management Program that will integrate planning, programming, implementation, and evaluation and monitoring to create a feedback loop for future agency planning and funding decisions. This effort will be brought before the Commission beginning early 2014.
- **Annual Measure B and VRF Compliance Program Activities:** Per the Master Program Funding Agreement, recipients of Measure B and VRF funds are required to submit compliance reports along with audited financial statements of Measure B and VRF funds on an annual basis. Each year, the programming department prepares Measure B and VRF compliance report and financial statement templates, holds a compliance workshop for fund recipients, and coordinates the reporting process. The Alameda CTC reviews and analyzes the submitted reports and develops a comprehensive compliance summary report. This reporting activity is done in collaboration with the finance department and the Citizens Watchdog Committee.
- **Paratransit Advisory and Planning Committee/Paratransit Technical Advisory Committee:** The programming department will continue to support the efforts of this community advisory committee that makes recommendations to the Commission (PAPCO), as well as PAPCO's subcommittees that perform activities regarding bylaws, finance, Program Plan Review, and review of the Paratransit Gap Grant Program and the federal Section 5310 Grant Program. The programming department also supports the efforts of the Paratransit Technical Advisory Committee.

**Finance and Procurement:** Alameda CTC's finance department is responsible for ongoing financial statement and investment reporting, annual audited Comprehensive Annual Financial Reports (CAFR), budget development and adherence, and budget-related updates. These efforts require interagency coordination with the various Alameda CTC departments.

In addition, Alameda CTC will procure services in FY13-14 to help meet its strategic goal of planning, funding, and delivering quality programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Finance will also assist in the development of procurement policies and procedures and perform a number of other functions.

*Ongoing financial activities:*

- Accounting for all financial transactions in preparation for the annual financial audit and preparation of the CAFR
- Preparation of and updates and adherence to the Alameda CTC budget
- Development of quarterly financial and investment reports
- Participation in the aforementioned Measure B and VRF recipient compliance report and audited financial statement review process

*Additional financial activities:*

- **Debt Issuance:** Alameda CTC staff will develop a debt issuance policy for approval by the Commission, as well as issue requests for qualifications for bond counsel, disclosure counsel, and underwriter services; develop bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); prepare a preliminary official statement and the final official statement; hold rating agency presentation meetings; obtain Commission approval on debt issuance; manage the overall debt issuance process; and undergo the closing process of the bond sale.
- **Overall Work Program:** The finance and procurement department is tasked with the development of an overall work program for the Alameda CTC, which is intended to identify resources and assignments, determine work activities and include detail for each planned work activity for the following fiscal year. This program will include work from all aspects of the agency and will be developed collaboratively with support from all departments. Development of the program is scheduled to tie into the budget development process and overall budget objectives.
- **Database Development:** Alameda CTC plans to develop a new Timecard Management System that will support more efficient time management and better tracking of time spent on projects and programs. The agency also plans to research and acquire a new financial management database, because the current financial system is becoming obsolete and will no longer be supported by the manufacturer.



- **Other Financial Activities:** Development of and updates to several resolutions and policies include a salary and benefits resolution, loan policy, travel and entertainment policy, and the Alameda CTC investment policy.

*Procurement activities:*

- Renewal of administrative professional services contracts through multiple procurement processes to be effective by the beginning of FY2014-15
- Annual Local Business Contract Equity (LBCE) program management including surveying consultants and development of a utilization and contract award report

**Projects:** To continue to effectively plan, fund, and deliver capital transportation projects, Alameda CTC performs a number of activities to monitor our investments and provide project oversight. In FY13-14, Alameda CTC is focused on implementing or providing project management oversight for 43 active capital projects with a total project cost of \$4 billion. Of the fifteen projects under construction valued at more than \$2 billion, four will be complete in FY13-14. The projects team is also coordinating with the policy and finance departments on the procurement policy and coordinating with planning and programming on the Capital Investment Program/Programs Investment Program.

*Ongoing project-related activities:*

- Preparation of the annual strategic plan
- Quarterly reviews of projects and semi-annual presentations and reports
- Ongoing management and oversight of Measure B-funded projects
- Ongoing project development, delivery, and construction management of various projects in the Capital Improvement Program
- Monitoring and reporting on projects including updating project fact sheets

*Additional project management responsibilities:*

- **I-680 Southbound Express Lane operations and maintenance:** As part of a Joint Powers Authority, Alameda CTC is responsible for management, operations, and performance of the I-680 Express Lane as well as development of the annual report.

## **Implementation Timeline**

Alameda CTC staff has developed a timeline for implementation of the FY13-14 Work Plan activities to share with the Planning, Policy, and Legislation Committee as well as the Commission. Refer to the detailed schedule in Attachment A for the timing of these activities.

**Fiscal Impact:** There is no fiscal impact.

## **Attachments**

- A. Alameda CTC Work Plan Implementation Schedule for FY13-14

## **Staff Contacts**

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Stewart Ng](#), Deputy Director of Projects and Programming

[Patricia Reavey](#), Director of Finance



# DRAFT

## Work Plan Implementation Schedule for Fiscal Year 2013-2014\*

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Planning/Policy															
Countywide Transportation Plan/RTP		See countywide modal plans (Goods Movement, Transit, Arterials, Bike and Ped)													CWTP update will begin in FY14-15 and end in FY16-17.
Countywide Goods Movement Collaborative	Sep-13	Establish Leadership Team and Technical Team	Adopt Goods Movement Collaborative, approach and timeline by agencies for Leadership and Technical teams; integrate goods movement as a priority into Alameda CTC and partner agency work plans and legislative programs					Create a strategic advocacy approach for legislative, funding, education and policies		Hold quarterly roundtable meeting	Facilitate Focus Groups		Hold quarterly roundtable meeting		
Countywide Goods Movement Plan	Nov-13	Develop and approve scope of plan	Release RFP; develop inventory of existing planned projects and policies	Manage consultant selection process; review initial project list to inform state process		Approve initial project list to inform state process	Award contract; inventory infrastructure and assets/demographic trends; document Goods Movement benefit		Commence plan development focusing on performance measures and targets, and forecasts and projects; continue to create a strategic advocacy approach for legislative, funding, education and policies						
Countywide Transit Plan	Jun-14				Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process		Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings						
Countywide Community Based Transportation Plans	Jun-14				Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process		Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings						
Countywide Arterial Mobility Corridor Plan	Jun-14				Develop scope		Develop and release RFP (Nov 2013); manage consultant selection process		Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings					
2013 Congestion Management Program Update; 2012 Performance Report, 2014 LOS Monitoring Study; Countywide Travel Demand Model Update	12/5/13	Continue model update work	Review CMP Areawide Deficiency Plan guidelines, Land Use Analysis Program, Level of Service Monitoring element, draft STIP list of projects, and Transportation Demand Management element; continue model update work			Finalize 2012 Performance Report; approve draft 2013 CMP (see Programming section for CIP/PIP and STIP details); continue model update work	Adopt final 2013 CMP (includes CIP/PIP inventory); adopt 2012 conformance findings; continue model update work		Develop and adopt methods to evaluate effectiveness of the Strategic Planning and Investment Policy Implementation (see Programming section for CIP/PIP and STIP details); begin 2014 LOS Monitoring Study; develop 2013 Performance Report; continue model update work			Continue model update work; continue LOS monitoring work	Finalize draft of 2013 Performance Report; continue model update work; continue LOS monitoring work	Approval of draft 2014 LOS Monitoring Study is in July 2014; the Countywide Travel Demand Model work will end September 30, 2014.	
Countywide Travel Demand Management Plan (TDM)/ Guaranteed Ride Home Program (GRH)	5/23/14	Adopt Countywide TDM Strategy; review 2012 GRH Report	Implement TDM Strategy and GRH Program; manage ongoing operations										Review Countywide TDM Strategy; review 2013 GRH Report	Manage ongoing operations	
Transportation and Land Use Program/ PDA Growth and Investment Strategy	5/31/14	Issue SC-TAP Call for Projects; finalize consultant on-call list			Release preliminary SC-TAP Call for Projects lists	Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects				Begin SC-TAP projects and oversight		Adopt 2014 updated PDA Growth and Investment Strategy; begin SC-TAP projects	Begin SC-TAP projects		

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Bicycle and Pedestrian Planning and Coordination (see Programming for additional information on activities.)	Jun-14	Webinars													
		Finalize Pedestrian and Bicycle Manual Counts Report	Host Complete Streets Implementation Workshop			Provide update on integrating bike and ped with travel demand model work			Prepare for Bike Month and Bike to Work Day				Hold Bike to Work Day; review 2013 Pedestrian and Bicycle Manual Counts Report		Bicycle and Pedestrian Plans update will begin in FY14-15 and end in FY16-17.
				Finalize Outreach Plan	Conduct outreach										
Alameda CTC Procurement Policy and Procedures	12/31/14	Develop Procurement Policy				Approve Procurement Policy	Finalize Agency Procurement Policy and Procedures Manual								
2014 Legislative Program and Legislative Roundtable Meetings	12/6/14	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions			Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Draft Legislative Program	Present Legislative Program to ACTAC and Commission	Adopt 2014 Legislative Program	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	Visit elected officials in Washington D.C.	Visit legislators in Sacramento	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	
Alameda CTC Publications: Annual Report, eNewsletter and Executive Director's Monthly Report	Jun-14	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Release CWC Annual Report to the Public	Publish ED Monthly Report and eNewsletter	Draft schedule for Annual Report; publish ED Monthly Report	Publish eNewsletter; draft Annual Report	Revise Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter; review final draft of Annual Report	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Post and distribute Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report	
Transportation Expenditure Plan: Ad Hoc Committee, Polling, Adoption of Final Transportation Expenditure Plan (TEP) and Request for November 2014 Ballot Placement  (Preliminary schedule is subject to change.)	Dec-13	Form Ad Hoc Committee; release letter of intent for polling consultant	Review 2012 election results; provide feedback on draft polling questions; select polling consultant and develop draft polling questions	Facilitate focus groups	Perform telephone survey; review polling outcomes and determine when to go to ballot; determine length and value of anticipated revenues from an augmented sales tax; adopt TEP development and ballot placement implementation schedule	Make any changes necessary to existing TEP regarding projects and policies		Adopt Final TEP	Seek TEP approval from city councils, Board of Supervisors, transit agencies						Alameda CTC will request the sales tax measure and TEP on the ballot in July 2014.  November 4, 2014 is election day.
Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committee	Ongoing	Continue to review expenditures, projects and programs, and make recommendations to the Commission (BPAC)													

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Programming															
One Bay Area Grant Program (OBAG): Surface Transportation Program and Congestion Mitigation and Air Quality Funds	6/30/14	Adopt OBAG allocations and submit programming recommendation to MTC	MTC adopts final program	Perform ongoing monitoring and administration											
Measure B Discretionary Grant Programs	6/30/14	Approve grant programs													
Bicycle and Pedestrian			Perform ongoing grant program tracking												
Express Bus			Perform ongoing grant program tracking												
Paratransit			Perform ongoing grant program tracking												
Transit Center Development			Perform ongoing grant program tracking												
VRF Discretionary Grant Programs	6/30/14	Approve grant programs													
Bicycle and Pedestrian (See Planning for additional information on activities.)			Perform ongoing grant program tracking												
Transit															
Technology															
Transportation Fund for Clean Air (TFCA)	6/30/14	Review draft program	Approve final TFCA program		Annual status reports due to Alameda CTC from sponsors for ongoing projects	Submit Annual Report to Air District	Approve guidelines and expenditure plan						Review draft FY14-15 program and submit semi-annual report to the Air District	Approve final FY14-15 program	
State Transportation Improvement Program (STIP)	6/30/14	Develop draft 2014 STIP			Approve draft 2014 STIP proposal		MTC approves 2014 STIP	Submit 2014 STIP to CTC				CTC adopts 2014 STIP			
Capital Improvement Program/Programs Investment Program(CIP/PIP) (See Planning for more detailed 2013 CMP schedule update.)	Early 2014		Develop CIP inventory			Adopt draft 2013 CMP	Adopt final 2013 CMP		Approve draft CIP/PIP methodology and draft screening and prioritization criteria	Approve final CIP/PIP methodology and final screening and prioritization criteria	Request CIP/PIP project updates; release Call for Projects	Evaluate projects		Approve draft CIP/PIP and two-year Allocation Plan	
Measure B and Vehicle Registration Fee (VRF) Pass-through Fund Compliance Report	7/31/14				Hold compliance workshop			Jurisdictions submit Compliance Reports	Present submittal sheet to CWC	Release RFI to local jurisdictions	Present report card to CWC			Draft report	Staff will present Final Compliance Report in July 2014.
Monitoring		Perform ongoing monitoring of various state and federal programs													
Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee	Ongoing	Continue to review paratransit programs and make recommendations to the Commission (PAPCO)													

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Finance and Procurement															
Annual Agency Audit	12/26/13	Perform interim audit (June 10-21); hold Commission Audit Committee pre-audit meeting; hold CWC pre-audit sub-committee meeting	Perform year-end close accounting work	Complete final audit (August 12 - 23)	Prepare draft Comprehensive Annual Financial Report (CAFR) for FY12-13	Hold combined Commission Audit Committee and CWC post-audit subcommittee meeting to review draft CAFR for FY12-13	Approve CAFR for FY12-13 by FAC	Approve CAFR for FY12-13; submit CAFR to GFOA with award application			Establish CWC Audit subcommittee				
Annual Budget	6/56/14	Approve FY13-14 annual budget; develop and submit ICAR for FY12-13			Develop and submit ICAR for FY13-14			Distribute worksheets for FY13-14 mid-year budget update; distribute worksheets for FY14-15 budget	Develop FY13-14 mid-year budget update		Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Develop FY14-15 annual budget	Approve Draft FY14-15 annual budget; approve FY13-14 Sales Tax Budget Update	Approve FY14-15 annual budget; develop and submit ICAR for FY14-15	
Quarterly Investment Report	9/26/13; 11/28/13; 2/27/14; 5/22/14				Approve FY12-13 year-end Quarterly Investment Report		Approve FY13-14 first quarter Investment Report by FAC	Approve FY13-14 first quarter Investment Report		Approve FY13-14 second quarter Investment Report			Approve FY13-14 third quarter Investment Report		
Quarterly Financial Statements	11/28/13; 2/27/14; 5/22/14						Approve FY13-14 first quarter Financial Report by FAC	Approve FY13-14 first quarter Financial Report		Approve FY13-14 second quarter Financial Report			Approve FY13-14 third quarter Financial Report		
Annually Renewed Contracts	1/23/14								Approve FY14-15 Administration Support Professional Services Contracts Plan	Release RFPs	Review proposals	Negotiate contracts		Execute contracts	
Debt Issuance	Feb-2014	Draft Debt Policy	Approve Alameda CTC Debt Policy; provide update on debt issuance process and activities; approve issuance of RFQs for Bond and Disclosure counsel, and underwriters	Release RFQ for Bond and Disclosure counsel; release RFQ for underwriters	Review proposals; hold interviews; select Bond and Disclosure counsel, and underwriters	Draft bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); draft preliminary official statement; draft Rating Agency presentation; hold Rating Agency meetings		Approve debt issuance	Perform investor outreach; pre-price bonds	Prepare for pre-closing and closing					
Alameda CTC Overall Work Program (OWP)	Jun-2014	Establish objectives	Develop outline	Prepare draft Alameda CTC OWP (i.e., identify resources and assignments; determine work activities for new fiscal year; obtain write- ups for each planned work activities from department leads; incorporate fiscal year 2014-2015 budget, etc.)							Finalize OWP		Approve draft OWP for FY14-15		
Annual Local Business Contract Equity (LBCE) Utilization Report and Contract Award Report	9/26/13	Develop database	Develop LBCE Reports				Approve annual LBCE Utilization and Contract Award Report by FAC	Approve annual LBCE Utilization and Contract Award Report							
Database Development (ICTS/Financial)/Timecard Management System	Various	Develop Timecard Management System		Test Timecard Management System	Implement new Timecard Management System	Input historical data into new fundware database					Research new financial databases for purchase				
Pass-through Agencies Annual Compliance Reporting	Jan-2014				Compliance Workshop				Review and comment on pass-through agencies' compliance and audit reports						
Other	6/27/13; 1/23/2014; 4/24/2014	Provide update on office relocation; finalize consolidation of OPEB Trusts; finalize 457 Plans consolidation		Commence with office relocation activities	Continue office relocation activities; migrate TFCA projects into ICTS	Migrate CMA TIP projects into ICTS			Approve Salary and Benefits Resolution for calendar year 2014	Approve Loan Policy	Approve Travel and Entertainment Policy	Approve Alameda CTC Investment Policy	Review and edit draft CWC Annual Report	Assist in finalizing CWC Annual Report	

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Projects															
Annual Strategic Plan	5/31/14				Prepare draft FY13-14 Strategic Plan publication		Publish FY13-14 Strategic Plan		Develop FY14-15 Strategic Plan			Approve draft FY14-15 Strategic Plan	Adopt FY14-15 Strategic Plan		
Semi-Annual Update	4/30/14	Perform quarterly review			Draft semi-annual update	Present semi-annual update			Perform quarterly review		Draft semi-annual update	Present semi-annual update			
Projects Management and Oversight	Ongoing	Perform ongoing project management oversight of Measure B Projects													
Projects Development and Implementation	Ongoing	Perform ongoing project development, delivery and construction management of various projects in the Capital Projects Program													
Fact Sheets Updates	Quarterly	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects		Update and post fact sheets to the Alameda CTC website	Monitor and report on projects			Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects		Update and post fact sheets to the Alameda CTC website	Project reporting includes various reporting tasks (i.e., ED Monthly Report, MTC Quarterly Report, various Board Reports).
I-680 SB Express Lane Operations & Maintenance	Ongoing	Approve annual Sunol JPA budget	Performing ongoing operations and management							Approve mid-year budget update	Release I-680 Annual Report	Perform ongoing operations and management		Approve FY14-15 annual budget; approve various contract extensions as-needed	

\* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

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# Memorandum

6.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 9, 2013

**SUBJECT:** Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan

**RECOMMENDATION:** Authorize the release of a Request for Proposals (RFP) for development of a Countywide Transit Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

## Summary

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County. The Countywide Transit Plan will build on recent transit planning efforts led by MTC as part of the Transit Sustainability Project (TSP) and will be closely coordinated with the Integrated Community Based Transportation Plans Update (which is being considered under a separate agenda item) as well as the Goods Movement Plan and Multimodal Arterial Corridor Plan.

This memo summarizes the key outcomes and objectives, scope of work and schedules for the Countywide Transit Plan. The draft scope of work was reviewed by ACTAC at its July 2, 2013 meeting. The scope of work has also been reviewed by staff from BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA.

## Background

Nine different transit operators provide service in Alameda County as well as a number of public and private shuttles that connect BART stations with local employment, medical and commercial centers. Additionally, East Bay Paratransit as well as other city-based services provide mobility for seniors and disability populations throughout the county. The

great majority of transit trips are made on BART and AC Transit; however, LAVTA/Wheels and County Connection (which primarily serves Contra Costa County) are the primary bus service providers in Eastern Alameda County. Union City Transit and VTA (which primarily serves Santa Clara County) provide additional bus service in Southern Alameda County. Capitol Corridor and ACE both provide commuter rail services, and WETA provides ferry service between Oakland and San Francisco, Oakland and South San Francisco, and Alameda and San Francisco.

### **Transit Needs, Challenges and Opportunities**

Key needs, challenges and opportunities for transit service in Alameda County were identified in the Briefing Book and Issue Papers developed as part of the 2012 Countywide Transportation Plan. Socio-demographic trends as well as economic and environmental factors indicate that both the demand and need for transit services will grow in the future. Key needs include the following:

- Improving transit connectivity;
- Addressing the needs of transit system expansion vs. system maintenance/enhancement;
- Providing rapid and high-quality transit service that is frequent and reliable;
- Integrating with and facilitating land use and economic development goals and objectives;
- Ensuring the financial sustainability of transit operations; and
- Providing adequate capacity.

Critical challenges include limited funding for capital investments and operations, the lack of physical integration of transit services, multiple transit operators, and the diverse needs that exist throughout the county. One of the primary objectives of the Countywide Transit Plan is to address these needs and challenges as well as others that may be identified during the planning process by bringing together transit operators and the jurisdictions they serve, who also provide critical transit-supportive infrastructure and who have land use planning and development authority, to develop effective strategies and align investment policies and priorities in both the near and long term. Doing so will better enable the county's investments in transit service and facilities to support our land use and economic development goals and objectives, and will help the county's jurisdictions make land use and other policy decisions that can lead to more effective, productive and sustainable transit service. The near and long term capital and operating priorities that will be identified in the Countywide Transit Plan will feed into the Countywide Transportation Plan and Regional Transportation Plan. Establishing clear priorities and an implementation strategy will enable the Alameda CTC and its member agencies to more effectively compete for state and federal discretionary funds and leverage local funds.

The 2012 Countywide Plan Briefing Book and Transit Issue Paper also identified specific ways to potentially address the needs and challenges the county faces with regard to transit service. These included improving the coordination of fares and schedules among

multiple operators, prioritizing investments that improve connectivity and reduce operating costs, and working with transit providers to identify cost-effective means of providing ADA paratransit service. There is also a need to address how new technologies may impact the provision, management and use of transit services.

Another important opportunity is the ability to build on the work completed and recommendations made as part of the recently completed Inner East Bay Comprehensive Operations Analysis (COA), BART Metro, and the Tri-City/Tri-Valley Transit Study that is currently underway. These projects stemmed from MTC's Transit Sustainability Project (TSP) which sought to address significant transit capital and operating budget shortfalls throughout the region by focusing on improving financial conditions for transit operators, improving customer service, and attracting new riders to transit.

### **Governance and Advisory Structure**

Similar to the approach used for the Goods Movement Collaborative and Plan, staff proposes using a combination of a Leadership Team, Technical Team, and focused public outreach to guide and develop the Countywide Transit Plan and Integrated Community Based Transportation Plans Update which is being considered under a separate agenda item. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials.

**Leadership Team:** This team will include Executive Directors or General Managers, or their designees, from Alameda County's primary transit providers, including BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA. Representatives from MTC, Caltrans, County Connection and the Valley Transportation Authority will also be asked to participate.

**Technical Team:** This team will include staff members that represent each of the Leadership Team agencies as well as one or more city/county staff representatives from each planning area within the county and regulatory agencies such as FTA and Caltrans, as appropriate.

**Focus Groups and Meetings:** Alameda CTC will conduct a series of focus groups and meetings with businesses, special interests, and environmental and community-based organizations (and other organizations or groups as appropriate) to identify issues, needs, priorities, and strategies for addressing all modes of transit serving Alameda County. The information from these focus groups and meetings will feed into the work of the Leadership and Technical Teams and will inform relevant planning tasks and milestones. A more robust outreach and engagement approach will be developed once a consultant team is selected.

## **Scope of Work and Deliverables**

The following tasks summarize the general scope of services needed for development of a Countywide Transit Plan in Alameda County.

### **1. Inventory of Existing Plans, Studies, Data, and Potential New Technologies**

Working with MTC and each transit operator providing service in Alameda County, develop a comprehensive inventory of existing plans, studies and data including but not limited to short and long range transit plans from all operators providing service within Alameda County, relevant traffic and transit operations data, rider/on-board surveys, boarding and alighting data, etc. Identify any additional data collection efforts that may be needed. Identify potential new technologies that should be further explored or considered during the planning process.

Deliverables:

- Technical memorandum documenting the inventory of plans, studies and data including source, date, and summary as well as a description of potential new technologies that should be further explored or considered during the planning process. The memo will also recommend any additional data collection that may be needed, based on the findings of the inventory.

### **2. Existing and Future Conditions and Needs Analysis**

Document existing conditions with regard to transit use (origin-destination), transit ridership, transit rider characteristics (with particular attention to the needs of youth, seniors, and other transit-dependent populations as well as low-income workers), characteristics of potential future transit riders and travel markets (particularly as they relate to land use and economic development needs and demands), demographic and socioeconomic characteristics, land use, transportation demand management (TDM) programs, worker flows, and other travel patterns. Identify primary travel corridors and markets, and key areas of roadway congestion where transit improvements may have the potential to help reduce automobile trips. Consider the impacts of private employer shuttle operations on transit needs and demand. To the extent possible, this task will rely on existing conditions analyses completed as part of the Inner East Bay COA and other recent planning efforts and recently conducted on-board surveys. It will also rely on various demographic, socioeconomic, and employment data available from the U.S. Census Bureau and on LOS data collected by Alameda CTC.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to transit and more general travel.

### **3. Develop Vision, Goals and Objectives for the Countywide Transit Plan**

In conjunction with plan partners, other stakeholders and the public, develop the vision, goals and objectives for the Countywide Transit Plan. The vision, goals and objectives will be informed by the analysis of existing and future conditions and needs, as well as previous planning efforts. The vision, goals and objectives will address all transit modes as well as land use, economic development, social equity, environmental sustainability, and financial sustainability. They will address both long-term (25-year) and near-term (10-15 year) planning horizons. They will also be developed in consideration of the vision, goals and performance measures of the Countywide Transportation Plan, the goals and objectives of the TSP and Inner East Bay COA, and the goals and objectives of jurisdictions and transit operators.

Deliverables:

- Technical memorandum documenting the vision, goals and objectives and describing the rationale behind their development.

### **4. Develop Performance Measures and Standards for Assessing Transit Performance and Level of Service**

Using performance measures currently used by transit operators and those identified by the Transit Sustainability Project, develop a common set of performance measures for assessing transit performance and level of service for different transit service types, including ongoing performance monitoring. Identify potential tools and technologies that can be used for efficiently collecting data and monitoring performance.

Deliverables:

- Technical memorandum summarizing transit performance measures currently used and recommending a set of measures to be incorporated into the Countywide Transit Plan to assess current and future transit performance and level of service.

### **5. Develop Initial Recommendations for an Integrated Transit Network in Alameda County**

Building on the work already completed as part of the Inner East Bay COA, other short- and long-range transit plans, the existing conditions and needs analysis, and future land use plans and development patterns, develop initial recommendations for a near- and long-term transit network in Alameda County that includes local, regional and inter-regional/inter-city services across all transit modes. Network recommendations will include addressing transit connections to the new Warm Springs and Berryessa BART extensions and long-term Silicon Valley extension and other new services as necessary, improving connectivity between different transit modes and operators (including "last mile" connections to high-frequency transit), reducing transit travel times, facilitating land use and economic development goals and objectives, and improving access, particularly for low-income communities. It will also address emerging technologies and the potential role that public and private shuttles might play in the transit network. This task will be closely coordinated with AC Transit Major Corridors planning efforts.

Deliverables:

- Preliminary recommendations for an integrated near- and long-term transit network (for all transit modes) within Alameda County.

#### **6. Develop a Policy Framework and Performance-Based Methodology for Prioritizing Corridors and Transit Investments**

Develop and implement a methodology for prioritizing corridors and transit investments (capital and operating) to build the network over time that is based on ridership, operating and capital cost, constraints, equity, connectivity and network functionality, congestion, land use, business and economic development needs, travel markets and origin/destination demands, as well as other potential factors. Incorporate MTC TSP recommendations regarding performance targets and monitoring and AC Transit's strategic plan. Identify and assess any trade-offs or prioritization of modal performance. Transit coverage and "lifeline" type service should also be addressed.

Deliverables:

- Technical memorandum documenting the policy rationale and performance-based methodology.

#### **7. Develop Final Near- and Long-Term Transit Network Recommendations**

Using the policy framework and performance-based methodology developed in the previous task, evaluate the recommended alternatives for the near- and long-term transit network and select a final network alternative. This may be an iterative process in terms of evaluating different corridors and transit modes and their effects on various performance measures. This task will include use of the countywide and/or regional travel model to evaluate the effects on future transit ridership of different capital and operating investments.

Deliverables:

- Technical memorandum documenting the analysis of the initial network recommendations and the final recommendations.

#### **8. Develop a Complementary ADA Paratransit Strategy**

Evaluate the proposed near- and long-term transit network's effects on the cost and provision of ADA paratransit service. Identify opportunities and strategies to more effectively meet ADA paratransit and other accessibility needs in conjunction with transit network implementation.

Deliverables:

- Technical memorandum detailing a coordinated and complementary ADA paratransit strategy for the identified near- and long-term transit networks.

#### **9. Develop Strategies for Better Agency Coordination**

Build on the TSP and COA recommendations and other ongoing efforts to increase coordination between transit operators in order to improve transit service and optimize

resources. Build on the initial fare pilot studies between AC Transit and BART to develop a strategy for optimizing the use of the transit network. Identify additional pilot studies (as needed) and key steps in moving forward with implementation, including funding strategies.

Deliverables:

- Technical memorandum documenting a strategy for improved transit operator coordination, including fare policies/instruments.

## **10. Develop Design Guidelines and Identify Transit-Supportive Infrastructure Improvements**

Identify specific transit-supportive infrastructure improvements that will be needed to support transit investments as well better integration/coordination, particularly on high-frequency corridors and in and around BART stations. Build on existing design guidelines and incorporate other best practices for urban street design, including on- and off-street parking management. Identify and address any park-and-ride opportunities and needs. Coordinate identification of improvements with local as well as countywide bicycle and pedestrian plans.

Deliverables:

- Technical memorandum detailing design guidelines and identifying and prioritizing transit-supportive infrastructure improvements.

## **11. Develop an Implementation and Financial Plan**

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements, including CBTPs. It will also identify potential barriers to implementation and recommendations (focused on policy, legislation or other means) for addressing those barriers. The financial plan will consist of a capital and operating plan that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. The financial plan will seek to coordinate and align funding priorities at the local, state and federal level with regard to transit service and related infrastructure.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Countywide Transit Plans.

## **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.

Deliverables:

- Administrative, Draft and Final Countywide Transit Plans.

### **13. Stakeholder Input, Governance and Public Outreach**

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools as well as in-person meetings, outreach events and stakeholder interviews.

Deliverables:

- Technical memorandum detailing the public participation approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 100 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

### **14. Project Management and Coordination with other Countywide Planning Efforts**

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Integrated Community Based Transportation Plans Update is particularly important and will occur throughout the Countywide Transit Plan process.

### **Schedule**

The general schedule for the Countywide Transit Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Goals, objectives and policy framework – Spring/Summer 2014
- Develop network recommendations and associated tasks – Fall/Winter 2014/2015
- Final network recommendations – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015



**Fiscal Impact:** The fiscal impact for approving this item is \$900,000, which was included in the budget adopted for FY 13-14.

**Staff Contacts**

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# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 9, 2013

**SUBJECT:** Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan

**RECOMMENDATION:** Authorize the release of a Request for Proposals (RFP) for development of an Integrated Community Based Transportation Plans Update and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

## Summary

The Integrated Community Based Transportation Plans Update will update existing conditions analyses and will assess progress on the five existing Community Based Transportation Plans (CBTPs) developed in Alameda County between 2004 and 2009. Based on this assessment, as well as recent and potential future changes in transit service and changes in community needs, projects and programs identified in the previous plans but not yet implemented will be reevaluated and new projects and programs may be identified for implementation. Because transportation costs, including the cost of riding transit, have consistently been identified as an issue for low-income households, the Plan will develop a strategy for reducing transit costs for low-income individuals in Alameda County. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies. This memo summarizes the key outcomes and objectives, scope of work and schedule for the Integrated Community Based Transportation Plans Update.

## Background

Between 2004 and 2009, five Community Based Transportation Plans (CBTPs) were completed in the following Alameda County Communities:

- Central Alameda County (unincorporated Ashland and Cherryland as well as portions of Hayward and South Hayward)
- Portions of the City of Alameda
- West and South Berkeley

- Central and East Oakland
- West Oakland

These areas were identified through two MTC reports published in 2001: the Lifeline Transportation Network Report and the Environmental Justice Report. These reports identified low-income areas where there are gaps in the provision of transportation, particularly transit services.

These CBTPs involved extensive community outreach and generated a list of projects and programs to address transportation gaps in underserved communities, some of which have been implemented. Since these plans were completed, new census data is now available, and it is necessary to reevaluate the projects and programs generated as a result of these planning efforts in light of recent and future changes in transit service. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies.

## **Governance and Advisory Structure**

Alameda CTC will conduct a series of stakeholder meetings and community focus groups and meetings to inform and guide the CBTP integration and update. A more robust community outreach and engagement approach will be developed once a consultant team is selected. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials. The development of this Plan will be closely integrated with the development of the Countywide Transit Plan.

## **Scope of Work and Deliverables**

### **1. Inventory and Status of Existing CBTP Implementation and Completed Projects and Programs**

Work with MTC, jurisdiction staff and the transit operators to create an inventory of those projects and programs completed for each CBTP. For those projects and programs not completed, identify reasons why, if possible.

Deliverables:

- Technical memorandum documenting the implementation status of each Alameda County CBTP.

### **2. Existing Conditions and Needs Analysis**

This task will specifically address Communities of Concern within Alameda County and will include an identification of critical mobility/accessibility gaps that need to be addressed (i.e., access to jobs, education, childcare, medical facilities, other services, social/recreational opportunities, etc.). To the extent possible, this task will rely on various

demographic, socioeconomic, and employment data available from the U.S. Census Bureau as well as analyses conducted by MTC, local jurisdictions, and transit agencies.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to mobility/accessibility needs for Communities of Concern.

### **3. Develop an Integrated Community Based Transportation Plan for Alameda County**

The CBTP component of the Transit Plan will address transit needs particular to improving mobility and accessibility in Communities of Concern and will build on the finding of earlier tasks with regard to outstanding needs and transportation gaps in Communities of Concern. It will likely overlap with other elements of the Countywide Transit Plan, and may include both countywide strategies, as well as strategies particular to individual communities. It will identify near-term pilot projects that can be implemented to address community transportation needs and gaps.

Deliverables:

- Technical memorandum that details the integration and update of the Community Based Transportation Plans in Alameda County.

### **4. Develop a Strategy for Reducing Transit Costs for Low-Income Individuals**

Identify strategies for reducing transit costs for low-income individuals that also maintain the financial sustainability of transit operations. Identify potential pilot programs and funding sources to address transit costs for low-income individuals.

Deliverables:

- Technical memorandum that identifies strategies, potential pilot programs and funding sources that can reduce transit costs for low-income individuals.

### **5. Develop an Implementation and Financial Plan**

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements. Specific pilot projects may also be identified and sufficiently detailed so as to enable the pursuit of additional funds for implementation. The financial plan will consist of a capital and operating plan (if applicable) that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. This may include implementation of certain pilot projects.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Integrated CBTPs. This may also include potential implementation of pilot projects.

## **6. 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.

Deliverables:

- Administrative, Draft and Final Integrated CBTPs.

## **7. Stakeholder Input, Governance and Public Outreach**

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools (if applicable) as well as in-person meetings, outreach events and stakeholder interviews.

There will be a focus on working with Communities of Concern to get input on specific implementation strategies to address their needs. These will be working meetings where the community will be asked to provide their input on trade-offs, choices and priorities for services directly affecting their communities, including potential pilot projects and will be closely tied to the development of the Countywide Transit Plan.

Deliverables:

- Technical memorandum detailing the public participation and engagement approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 30 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

## **8. Project Management and Coordination with other Countywide Planning Efforts**

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Countywide Transit Plan is particularly important and will occur throughout the Integrated Community Based Transportation Plans Update process.

## **Schedule**

The general schedule for the Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Strategy for reducing transit costs for low-income individuals – Spring 2015
- Draft Integrated Community Based Transportation Plan – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015

## **Fiscal Impact**

The fiscal impact for approving this item is \$593,750 which was included in the adopted budget for FY 13-14.

## **Staff Contacts**

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# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** August 23, 2013

**SUBJECT:** Goods Movement Collaborative and Plan Update and Project Screening Criteria and List

**RECOMMENDATION:** Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development

## Summary

Freight and goods movement are 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 has embarked on 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. These efforts will directly feed into state and federal freight planning efforts that are also currently underway, including the development of the California Freight Mobility Plan (CFMP) and a National Strategic Freight Plan.

Due to the development schedule for California's freight planning process, the Commission is requested to approve a method for development of a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This memo outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013, includes a recommendation for a project list to be submitted to MTC and Caltrans District 4 for inclusion in the state freight plan, and provides an update on the development of the Alameda CTC Goods Movement Collaborative and Goods Movement Plan.

## Background

Freight and goods movement planning is underway at the local, regional, state and federal levels. The following summarizes each of these planning efforts and identifies Alameda CTC engagement in these processes.

**Federal Process:** The Federal surface transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), was signed into law in 2012 and included the development of a national freight policy that will establish a national freight network and create a national freight strategic plan. The development of the network and strategic plan will be done with a National Freight Advisory Committee (NFAC). NFAC representatives from California include: Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Company and Member, California Transportation Commission; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

The federal process requires the establishment of an initial primary freight network (PFN) of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. The federal Department of Transportation (DOT) will be working with states to define the PFN, as well as identify critical rural freight corridors that meet specific criteria defined in MAP-21 freight provisions (see Attachment A). The DOT is required to develop the PFN within a year of issuance of the MAP-21 freight provisions, and the strategic plan within three years. The strategic plan will be updated thereafter every five years. MAP-21 encourages states to develop freight plans that address immediate and long-range freight needs. In California, the development of a CFMP was initiated in spring 2013 as described below, and will feed into the federal process.

**State Process:** The California Department of Transportation (Caltrans) has established a California Freight Advisory Committee (CFAC), including Art Dao as a member, to assist with the development of the CFMP. This plan will provide input into the national plan and will be incorporated into the overall California Transportation Plan which will be completed in 2015. The state is guiding its developmental effort using the same strategic goals and definitions as those that are included in Map 21 to address capital, operational, policy and innovative technology needs in the freight network.

- Goals include:
  - Improve the contribution of the freight system to economic efficiency, productivity and competitiveness
  - Reduce congestion on the freight system
  - Improve safety, security and resiliency of system
  - Improve state of good repair
  - Use advance technology, performance management and innovation, competition and accountability in operating the freight system
  - Reduce adverse environmental and community impacts

Due to the timing of the state freight plan and the need for it to influence the federal plan, Alameda CTC is working with both Caltrans District 4 and MTC on the development of a project list for initial inclusion in the state freight plan.

Caltrans is working with each of its District offices to identify freight projects and each of the Districts is working with their Metropolitan Planning Organizations (MPO). In the Bay Area, MTC and Caltrans are collaborating on a Bay Area Goods Movement Plan that will help to inform the state process. Alameda CTC is working closely with MTC and District 4 on the inventory and development of a draft inventory list, which is described in more detail under Regional and Local efforts below. In order to be eligible for consideration in the CFMP, the projects must be in the Regional Transportation Plan and part of a national freight network. In Alameda County, the highway segments currently being identified as part of the national network include I-238, I-580, I-80, and I-880.

The following schedule includes high level milestones for the development of the CFMP and requires that Alameda CTC submit a list to MTC of projects by October.

- October/November: Draft initial list of freight projects from statewide Caltrans Districts and Metropolitan Planning Organizations
- December 2013: Initial draft CFMP
- Summer 2014 (June –August): Final Draft CFMP issued for 60-day public comment period and public workshops
- Fall 2014 (September – October): Final CFMP that that will be incorporated into the California Transportation Plan scheduled for adoption in 2015.

**Regional and Local Process:** Caltrans District 4 and MTC are coordinating on a short-term Bay Area Goods Movement Plan that will facilitate development of a list of projects for inclusion in the CFMP. Alameda CTC is closely coordinating with MTC and District 4 on this effort to ensure that a list can be submitted to the state by October 2013. In addition, Alameda CTC has kicked off the development of the Alameda County long range Goods Movement Collaborative and Plan, which will be performance based and identify needs and gaps in the goods movement system, identify new projects and programs to foster economic competitiveness, and promote local community vibrancy and protect the environment. The countywide Collaborative and Plan will include extensive input from Alameda CTC stakeholders and partners. A draft plan will be developed by Spring 2015 in time to inform the 2016 Countywide Transportation Plan and the next Regional Transportation Plan.

In the immediate term to support the development of a priority list for the regional and state processes, the Commission is requested to approve a process to develop a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This following outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013.

- June 2014: Alameda CTC develops comprehensive list of projects from existing Caltrans, MTC, San Joaquin Valley and rail operator studies and plans.
- July 2014: Alameda CTC submits comprehensive list to MTC and Caltrans District 4 for review
- August 2014: Alameda CTC reviews and sorts list

- September 2013: Alameda CTC adopts high level criteria for advancing a project list to MTC and District 4
- October 2013: MTC meeting on project list for submission to state CFMP development process in coordination with Caltrans District 4.

### *Recommendation*

Staff recommends approval of the following screening criteria to use to develop a project inventory list for submission to MTC and Caltrans District 4. The Commission is requested to approve the following screening criteria and to review Attachment B, Alameda County Goods Movement Project Inventory, which is sorted based upon the below criteria, to identify if any additional projects should be considered. The criteria are based on goals and objectives documented in MAP-21 and types of projects that would be eligible for the increased federal match provision. The proposed criteria are:

- Inclusion in Plan Bay Area and Alameda CTC's Countywide Transportation Plan (CWTP Tier 1 or Tier 2 project lists)
- Grade separations for rail
- On I-238, I-580, I-80 and I-880 for trucks (these routes are key freight corridors identified in the state process)
- Port supportive

Because there is insufficient time to do comprehensive outreach and project identification to meet the State's deadline to have a prioritized list, which would include an assessment of project scope, cost and schedule, the attached draft list supports inclusion of projects that are in Alameda CTC's CWTP and Plan Bay Area, which indicates an ability to receive state and federal funding, some level of project development completed and a degree of public vetting. The countywide Goods Movement Plan will be used to identify project priorities and additional needs through the plan development process and will identify project readiness for funding. Information may be ready early next year as part of Alameda CTC's planning process to provide additional input on Alameda County priorities for the draft CFMP. Additional projects that are not included in the CWTP or Plan Bay Area will be included in the long-range planning process for the Goods Movement Plan.

### ***Update on Alameda CTC Goods Movement Collaborative and Plan***

The Alameda CTC has moved forward with Goods Movement Collaborative and Plan Development. In July the Goods Movement Leadership Team held its kick off meeting with executive staff from the following partners:

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

The Leadership Team is working on the identification and development of the technical team, focus group stakeholders, and the Goods Movement Roundtable participants and structure. In addition the Leadership team is finalizing a schedule for development and implementation of key milestones for the Collaborative process. An additional update on these efforts will be brought to the Commission in October.

An RFP for the Goods Movement Plan was released on July 1<sup>st</sup> and a pre-bid meeting was held on July 24<sup>th</sup>. Proposals were submitted to Alameda CTC on August 15<sup>th</sup> and currently the evaluation team is reviewing and scoring the proposals. Interviews will be held during the week of September 16 with the goal of selecting a firm and initiating work by early October.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Map-21 Prioritization of Projects to Improve Freight Movement
- B. Alameda County Project Inventory Based on Existing Plans
- C. Caltrans Goods Movement Maps

### **Staff Contacts**

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## Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21)

### Freight-Related Provisions

#### **SEC. 1115. NATIONAL FREIGHT POLICY.**

*(a) IN GENERAL.*—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

**“§ 167. National freight policy**

*“(a) IN GENERAL.*—It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described in subsection (b).

*“(b) GOALS.*—The goals of the national freight policy are—

*“(1) to invest in infrastructure improvements and to implement operational improvements that—*

*“(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;*

*“(B) reduce congestion; and*

*“(C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;*

*“(2) to improve the safety, security, and resilience of freight transportation;*

*“(3) to improve the state of good repair of the national freight network;*

*“(4) to use advanced technology to improve the safety and efficiency of the national freight network;*

*“(5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; and*

*“(6) to improve the economic efficiency of the national freight network.*

*“(7) to reduce the environmental impacts of freight movement on the national freight network;*

*“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.*—

*“(1) IN GENERAL.*—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

*“(2) NETWORK COMPONENTS.*—The national freight network shall consist of—

*“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;*

*“(B) the portions of the Interstate System not designated as part of the primary freight network; and*

*“(C) critical rural freight corridors established under subsection (e).*

*“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.*—

*“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.*—

*“(A) DESIGNATION.*—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

*“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and*

*“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.*

*“(B) FACTORS FOR DESIGNATION.*—In designating the primary freight network, the Secretary shall consider—

*“(i) the origins and destinations of freight movement in the United States;*

*“(ii) the total freight tonnage and value of freight moved by highways;*

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) **ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.**—In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) **REDESIGNATION OF PRIMARY FREIGHT NETWORK.**—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) **CRITICAL RURAL FREIGHT CORRIDORS.**—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

“(f) **NATIONAL FREIGHT STRATEGIC PLAN.**—

“(1) **INITIAL DEVELOPMENT OF NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 3 years after the date of enactment of this section, the Secretary shall, in consultation with State departments of transportation and other appropriate public and private transportation stakeholders, develop and post on the Department of Transportation public website a national freight strategic plan that shall include—

“(A) an assessment of the condition and performance of the national freight network;

“(B) an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include—

“(i) information from the Freight Analysis Network of the Federal Highway Administration; and

“(ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;

“(C) forecasts of freight volumes for the 20-year period beginning in the year during which the plan is issued;

“(D) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;

“(E) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);

“(F) an identification of routes providing access to energy exploration, development, installation, or production areas;

“(G) best practices for improving the performance of the national freight network;

“(H) best practices to mitigate the impacts of freight movement on communities;

“(I) a process for addressing multistate projects and encouraging jurisdictions to collaborate; and

“(J) strategies to improve freight intermodal connectivity.



“(2) **UPDATES TO NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 5 years after the date of completion of the first national freight strategic plan under paragraph (1), and every 5 years thereafter, the Secretary shall update and repost on the Department of Transportation public website a revised national freight strategic plan.

“(g) **FREIGHT TRANSPORTATION CONDITIONS AND PERFORMANCE REPORTS.**—Not later than 2 years after the date of enactment of this section, and biennially thereafter, the Secretary shall prepare a report that contains a description of the conditions and performance of the national freight network in the United States.

“(h) **TRANSPORTATION INVESTMENT DATA AND PLANNING TOOLS.**—

“(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Secretary shall—

“(A) begin development of new tools and improvement of existing tools or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including—

“(i) methodologies for systematic analysis of benefits and costs;

“(ii) tools for ensuring that the evaluation of freight-related and other transportation projects could consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process; and

“(iii) other elements to assist in effective transportation planning;

“(B) identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions; and

“(C) at a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.

“(2) **CONSULTATION.**—The Secretary shall consult with Federal, State, and other stakeholders to develop, improve, and implement the tools and collect the data in paragraph (1).

“(i) **DEFINITION OF AEROTROPOLIS TRANSPORTATION SYSTEM.**— In this section, the term ‘aerotropolis transportation system’ means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.”

(b) **CONFORMING AMENDMENT.**—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“167. National freight program.”

## **SEC. 1116. PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT.**

(a) **IN GENERAL.**—Notwithstanding section 120 of title 23, United States Code, the Secretary may increase the Federal share payable for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the Secretary certifies that the project meets the requirements of this section.

(b) **INCREASED FUNDING.**—To be eligible for the increased Federal funding share under this section, a project shall—

(1) demonstrate the improvement made by the project to the efficient movement of freight, including making progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code; and

(2) be identified in a State freight plan developed pursuant to section 1118.

(c) **ELIGIBLE PROJECTS.**—Eligible projects to improve the movement of freight under this section may include, but are not limited to—

- (1) construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement;*
- (2) intelligent transportation systems and other technology to improve the flow of freight;*
- (3) efforts to reduce the environmental impacts of freight movement on the primary freight network;*
- (4) railway-highway grade separation;*
- (5) geometric improvements to interchanges and ramps.*
- (6) truck-only lanes;*
- (7) climbing and runaway truck lanes;*
- (8) truck parking facilities eligible for funding under section 1401;*
- (9) real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;*
- (10) improvements to freight intermodal connectors; and*
- (11) improvements to truck bottlenecks.*

**SEC. 1117. STATE FREIGHT ADVISORY COMMITTEES.**

- (a) IN GENERAL.—The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.*
- (b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in subsection (a) shall—*
  - (1) advise the State on freight-related priorities, issues, projects, and funding needs;*
  - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;*
  - (3) communicate and coordinate regional priorities with other organizations;*
  - (4) promote the sharing of information between the private and public sectors on freight issues; and*
  - (5) participate in the development of the freight plan of the State described in section 1118.*

**SEC. 1118. STATE FREIGHT PLANS.**

- (a) IN GENERAL.—The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.*
- (b) PLAN CONTENTS.—A freight plan described in subsection*
  - (a) shall include, at a minimum—*
    - (1) an identification of significant freight system trends, needs, and issues with respect to the State;*
    - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;*
    - (3) a description of how the plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code;*
    - (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;*
    - (5) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration; and*
    - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.*
- (c) RELATIONSHIP TO LONG-RANGE PLAN.—A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.*

**Subtitle D—Highway Safety**

**SEC. 1401. JASON’S LAW.**

(a) *IN GENERAL.*—It is the sense of Congress that it is a national priority to address projects under this section for the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.

(b) *ELIGIBLE PROJECTS.*—Eligible projects under this section are those that—

(1) serve the National Highway System; and

(2) may include the following:

(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) that include parking for commercial motor vehicles.

(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

(F) Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis to allow the facilities to remain open year-round.

(G) Improving the geometric design of interchanges on the National Highway System to improve

(c) *SURVEY AND COMPARATIVE ASSESSMENT.*—

(1) *IN GENERAL.*—Not later than 18 months after the date of enactment of this Act, the Secretary, in consultation with relevant State motor carrier safety personnel, shall conduct a survey of each State—

(A) to evaluate the capability of the State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;

(B) to assess the volume of commercial motor vehicle traffic in the State; and

(C) to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the State.

(2) *RESULTS.*—The results of the survey under paragraph

(1) shall be made available to the public on the website of the Department of Transportation.

(3) *PERIODIC UPDATES.*—The Secretary shall periodically update the survey under this subsection.

**DIVISION C—TRANSPORTATION SAFETY AND SURFACE TRANSPORTATION POLICY**

**TITLE I—MOTOR VEHICLE AND HIGHWAY SAFETY IMPROVEMENT ACT OF 2012**

**Subtitle H—Safe Highways and Infrastructure Preservation**

**SEC. 32801. COMPREHENSIVE TRUCK SIZE AND WEIGHT LIMITS STUDY.**

(a) *TRUCK SIZE AND WEIGHT LIMITS STUDY.*—Not later than 45 days after the date of enactment of this Act, the Secretary, in consultation with each relevant State and other applicable Federal agencies, shall commence a comprehensive truck size and weight limits study. The study shall—

(1) provide data on accident frequency and evaluate factors related to accident risk of vehicles that operate with size and weight limits that are in excess of the Federal law and regulations in each State that allows vehicles to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights);

- (2) evaluate the impacts to the infrastructure in each State that allows a vehicle to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), including—
- (A) the cost and benefits of the impacts in dollars;
  - (B) the percentage of trucks operating in excess of the Federal size and weight limits; and
  - (C) the ability of each State to recover the cost for the impacts, or the benefits incurred;
- (3) evaluate the frequency of violations in excess of the Federal size and weight law and regulations, the cost of the enforcement of the law and regulations, and the effectiveness of the enforcement methods;
- (4) assess the impacts that vehicles that operate with size and weight limits in excess of the Federal law and regulations, or that operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), have on bridges, including the impacts resulting from the number of bridge loadings;
- (5) compare and contrast the potential safety and infrastructure impacts of the current Federal law and regulations regarding truck size and weight limits in relation to—
- (A) six-axle and other alternative configurations of tractor-trailers; and
  - (B) where available, safety records of foreign nations with truck size and weight limits and tractor-trailer configurations that differ from the Federal law and regulations; and
- (6) estimate—
- (A) the extent to which freight would likely be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configuration is allowed to operate and the effect that any such diversion would have on other modes of transportation;
  - (B) the effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
  - (C) the effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
  - (D) whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors; and
- (7) identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- (b) **REPORT.**—Not later than 2 years after the date that the study is commenced under subsection (a), the Secretary shall submit a final report on the study, including all findings and recommendations, to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

**SEC. 32802. COMPILATION OF EXISTING STATE TRUCK SIZE AND WEIGHT LIMIT LAWS.**

- (a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the States, shall begin to compile—
- (1) a list for each State, as applicable, that describes each route of the National Highway System that allows a vehicle to operate in excess of the Federal truck size and weight limits that—
    - (A) was authorized under State law on or before the date of enactment of this Act; and
    - (B) was in actual and lawful operation on a regular or periodic basis (including seasonal operations) on or before the date of enactment of this Act;
  - (2) a list for each State, as applicable, that describes—
    - (A) the size and weight limitations applicable to each segment of the National Highway System in that State as listed under paragraph (1);

*(B) each combination that exceeds the Interstate weight limit, but that the Department of Transportation, other Federal agency, or a State agency has determined on or before the date of enactment of this Act, could be or could have been lawfully operated in the State; and*

*(C) each combination that exceeds the Interstate weight limit, but that the Secretary determines could have been lawfully operated on a non-Interstate segment of the National Highway System in the State on or before the date of enactment of this Act; and*

*(3) a list of each State law that designates or allows designation of size and weight limitations in excess of Federal law and regulations on routes of the National Highway System, including nondivisible loads.*

*(b) SPECIFICATIONS.—The Secretary, in consultation with the States, shall specify whether the determinations under paragraphs (1) and (2) of subsection (a) were made by the Department of Transportation, other Federal agency, or a State agency.*

*(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a final report of the compilation under subsection (a) to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.*

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Plans	
CWTP	Alameda CTC 2012 Countywide Transportation Plan
GMAP	Goods Movement Action Plan (State Plan conducted by Department of Business Transportation and Housing and California Environmental Protection Agency 2005-2007)
TCIF	Trade Corridors Improvement Fund (Proposition 1B projects funded based on GMAP)
2004 MTC Plan	2004 MTC Regional Goods Movement Study
State Rail Plan	Caltrans' 2012 Draft State Rail Plan being prepared for 2040 California Transportation Plan
SJV IRGMS	San Joaquin Valley Interregional Goods Movement Study (recently concluded study led by 8 Congestion Management Agencies/Metropolitan Planning Organizations)
Other Acronyms	
OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCIPA	Capitol Corridor Joint Powers Authority
SJRR	San Joaquin Regional Railroad Commission

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## **Attachment B: Alameda County Goods Movement Project Inventory**

### **List of Plans and Acronyms**

#### **Plans**

CWTP	Alameda CTC 2012 Countywide Transportation Plan
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#### **Acronyms**

OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCJPA	Capitol Corridor Joint Powers Authority
SJRRC	San Joaquin Regional Railroad Commission

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 1 - Intermodal Terminal Projects									
22082	7th Street Grade Separation	Port of Oakland/MTC	Intermodal	ALA	TCIF Tier 1 (Inactive), Plan Bay Area, CWTP, GMAP, 2004 MTC Plan	\$304.8	\$0.0	Tier 1 (CWTP)	Major component of Oakland Army Base Phase 2  New grade separated rail crossings of 7th Street for BNSF and UP terminals, including replacement of the damaged former Southern Pacific overhead and the addition of rail expansion capacity. Improve traffic operations and expands roadway capacity through the reconstruction of 7th Street along a new alignment, in a deeper trench section, between Cedar Street and Maritime Street, reconfiguration of 7th /Maritime Street intersection into 2 3-way intersections, realignment of Maritime Street, and bicycle and pedestrian access improvements. The project also will separate truck traffic on 7th St. thereby eliminating conflicts between trucks and trains at a major intersection adjacent to OHLIT. Improves roadway safety and clearance through existing underpass.
Alameda Countywide Transportation Plan Tier 1 - Rail Projects									
240208	Highway-Rail Grade Crossing Improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP	\$3.2	\$0.0	Tier 1 (CWTP)	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.
22779	Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$80.5	\$0.0	Tier 1 (CWTP)	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks.
21103	Central Avenue Railroad Overcrossing	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$18.7	\$1.2	Tier 1 (CWTP)	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)
230103	Grade Separation in the Decoto neighborhood	City of Union City	Truck/Rail	ALA	Plan Bay Area/CWTP	\$191.7	\$0.0	Tier 1 (CWTP)	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto
Alameda Countywide Transportation Plan Tier 1 - Major International Trade Corridor Truck Projects									
240047	I-880/A St interchange improvements	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$64.0	\$0.0	Tier 1 (CWTP)	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous LT lane in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.
230117*	Implementation of 2008 Truck Parking Study	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$5.0	\$0.0	Program (CWTP)	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. (Part of RTP Goods Movement Programmatic Project)
21144	I-80/Gilman Ave Reconfiguration	Alameda CTC / City of Berkeley	Truck	ALA	Plan Bay Area/CWTP	\$26.0	\$1.4	Tier 1 (CWTP)	Reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle, and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout that has a roundabout on each side of the interchange with a connecting segment.
240037	I-880/West Winton Ave interchange improvements	City of Hayward	Truck	ALA	Plan Bay Area/CWTP	\$25.8	\$0.0	Tier 1 (CWTP)	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.
21100	I-580/Vasco Road interchange improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$63.9	\$55.0	Tier 1 (CWTP)	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements
21475	I-580/First St Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$44.0	\$38.5	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/First Street interchange.
21477	I-580/Greenville Rd Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$53.8	\$43.3	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230132	I-580/Isabel Avenue Interchange, Phase 2	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$31.0	\$26.0	Tier 1 (CWTP)	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.
230170	I-880/High St Interchange Improvements	City of Oakland	Truck	ALA	GMAP, Plan Bay Area/CWTP	\$17.6	\$6.1	Tier 1 (CWTP)	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way.
	Truck Services at Oakland Army Base (ROW)	City of Oakland	Intermodal	ALA	Plan Bay Area/CWTP	\$20.0		Program (CWTP)	Truck Parking is mentioned as part of Oakland Army Base Phase 2. This cost estimate is for component of the RTP Goods Movement Programmatic Project.
240237*	Goods Movement: Truck Facilities, Truck Route Rehabilitation	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$21.8	\$0.0	Program (CWTP)	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement. (Part of RTP Goods Movement Programmatic Project)
21489	I-580/San Ramon Road/Foothill Road interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.7	\$2.6	Tier 1 (CWTP)	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles
240052	I-880/Whipple Rd interchange improvement	City of Union City	Truck	ALA	Plan Bay Area/CWTP	\$61.9	\$0.0	Tier 1 (CWTP)	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)
Alameda Countywide Transportation Plan Tier 1 - Other Truck Projects									
230110	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 Mission Blvd Improvements	Alameda CTC/City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$20.0	\$0.0	Tier 1 (CWTP)	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave. I-680/I-880 Cross Connector Project.
230114	Auto Mall Parkway Cross Connector widening between I-680 and I-880	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$25.0	\$0.0	Tier 1 (CWTP)	Improves mobility options in area with high truck volumes and numerous freight reliant businesses. I-680/I-880 Cross Connector Project.
240264	Widen Fremont Blvd from I-880 to Grimmer Blvd	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$5.0	\$0.0	Tier 1 (CWTP)	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.
240290*	Melrose - Coliseum District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$13.8	\$1.0	Program (CWTP)	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. (Part of RTP Goods Movement Programmatic Project)
Alameda Countywide Transportation Plan Tier 2 - Rail Projects									
22009	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development	CCJPA	Rail	ALA/SCL	Plan Bay Area/CWTP	\$579.0	\$17.9	Tier 2 (CWTP)	Resolution 3434 Project. Project scope includes Oakland-San Jose track improvements to increase service from 7 to 16 round trips and associated rolling stock. Overlap with specific improvements listed in CCJPA Business Plans and State Rail Plan
230116	Berkeley Railroad Crossing Improvements	City of Berkeley	Truck/Rail	ALA	Plan Bay Area/CWTP	\$111.7	\$0.0	Tier 2 (CWTP)	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study
240273*	Mowry Ave Railroad Overpass	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$13.6	\$0.0	Tier 2 (CWTP)	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision)

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 2 - Major International Trade Corridor Truck Projects									
230086	Non-Capacity Increasing Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	City of Dublin	Truck	ALA	Plan Bay Area/CWTP	\$38.8	\$22.3	Tier 2 (CWTP)	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left turn lane
Alameda Countywide Transportation Plan Tier 2 - Other Truck Projects									
240280*	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$11.9	\$0.0	Tier 2 (CWTP)	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings (listed separately and as part of RTP programmatic project)
240282*	Tidewater District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$5.2	\$0.4	Tier 2 (CWTP)	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major Reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets)
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Intermodal Terminal Projects									
	Phase II Intermodal Railyard	Port of Oakland	Intermodal	ALA	Mentioned in presentation to Port Commissioners	\$150.0	\$0.0	No Timeline Identified in Plan	Major component of Oakland Army Base Phase 2 Project consists of new state of the art, high efficiency intermodal rail facility. Project is subject to market demand for expanded intermodal rail services.
	North Airport Air Cargo (Infield) Road Access Improvements	Port of Oakland	Intermodal	ALA	TCIF Tier 2, GMAP, 2004 MTC Plan	\$10.0		No Timeline Identified in Plan	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the Infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.
	Reconstruction of the Adeline St Overpass	Port of Oakland	Intermodal	ALA	GMAP, 2004 MTC Plan	\$60.0		No Timeline Identified in Plan	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.
	Oakland Airport Area ITS Project	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$15.0		No Timeline Identified in Plan	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.
	Port of Oakland ITS	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$5.1		No Timeline Identified in Plan	Project would construct infrastructure and variable message boards at three locations en route to the Port's maritime facilities. It is assumed that the Central Communications Center will be located at a facility in the Maritime Support Center. Cost does not include the facility.
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Rail Projects									
	Newark-Albrae siding connection and south switching lead Extension for Newark yard	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$22.80		Mid Term (State Rail Plan)	
	Niles Canyon Railroad mainline track upgrade (New Niles Wye to former SP mainline at CP Hears) and Radium second main track upgrade on UPRR Oakland Sub	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$45.70		Mid Term (State Rail Plan)	

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Oakland JLS - Elmhurst 3rd Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$41.7		Long Term (State Rail Plan)	Add 3rd track from Oakland JLS Station to Elmhurst (near Oakland Coliseum) for added track capacity for more service between Oakland and San Jose
	Newark - Alviso Added main tracks	CCJPA	Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$169.0		No Timeline Identified in Plan	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso (design plans will be sensitive to environmental needs and wetlands areas)
	Oakland JLS - Embarcadero 3rd Main Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$29.6		Long Term (State Rail Plan)	Add third main track in the Oakland Jack London Embarcadero area to improve conflicting movements of freight and passenger trains
	Grade Crossing Projects	CCJPA	Truck/Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$67.0		No Timeline Identified in Plan	Implement High Street, Davis Street, and Hesperian Street Grade separation projects
	Niles Junction bypass	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)	\$76.80		Long Term (State Rail Plan)	
	Niles Subdivision third main track (Niles Junction to Newark Junction or Shinn Connection to Newark Junction)	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)			Long Term (State Rail Plan)	
	Oakland - Pinole 3rd Track	CCJPA	Rail	ALA/CC	CCJPA FY08/09 - FY09/10 Business Plan	\$32.0		No Timeline Identified in Plan	Reactivate and extend 3rd main line track from Port of Oakland to Point Pinole
22009	Hayward Double Track	CCJPA	Rail	ALA/CC	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$98.0		Long Term (State Rail Plan)	Add 2nd track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 roundtrips between Oakland and San Jose (also supports Dumbarton Rail). Some overlap with RTP/CWTP project 22009.
	Oakland - San Jose Track Improvement Program	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$18.6		Mid Term (State Rail Plan)	Replace and upgrade track infrastructure (rail, subgrade, and ties) to maintain travel times, ride quality, and system reliability
	Oakland - San Jose Track Improvement Program, Phase 2	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY12/13 - FY13/14 Business Plan	\$18.6		Mid Term (State Rail Plan)	
	Fremont/Centreville Station full platform extension (Track 2)	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$0.90		Mid Term (State Rail Plan)	

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	City of Union City	Rail	ALA	Plan Bay Area/CWTP	\$231.0	\$50.5	Vision (CWTP)	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway) in a Priority Development Area, and a passenger rail station that connects to and interfaces with Union City BART. These improvements will help separate freight and passenger rail, improve connectivity among transit providers (passenger rail, BART and bus).
	Oakland Subdivision acquisition (Fremont to Oakland)	City of Union City	Rail	ALA	TCIF Tier 2.	\$135.0	\$35.0	No Timeline Identified in Plan	Short haul rail alignment option- links Niles Junction to Port of Oakland. The acquisition of ROW provides the opportunity to separate passenger and freight rail, and thus reduces these conflicts from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland. Cost estimate shown here is from CWTP submission which was eventually withdrawn (RTPID 230102).  Additional info from CWTP entry indicates ancillary benefits: By acquiring the Oakland Subdivision from the UPRR, important ROW would be reserved for Dumbarton Rail Segment G, Capitol Corridor, Altamont Commuter Express, and California High Speed Rail Altamont Corridor that would serve the Union City Intermodal Station. Further, it would reduce construction costs and facilitate the construction of East West Connector (former SR 84) and the Union City Intermodal Station. It would also reduce the cost of the BART seismic retrofit of its aerial structure in Union City where it is immediately adjacent to the Oakland Subdivision. The Oakland Subdivision ROWs between the Hayward BART Station and Fruitvale BART Station would be used for the East Bay Greenway.
240738	Martinez Subdivision Rail Improvements	MTC/Port of Oakland	Rail	ALA	Plan Bay Area, CWTP, GMAP, TCIF Tier 1 (later withdrawn), 2004 MTC Plan, State Rail Plan (CCIPA Improvements)	\$100.0		Vision (CWTP)	Augments rail access to Port by providing opportunity and scope for growth. Increases efficiency and reliability of both BNSF and UPRR who use this corridor (along with Capitol Corridor). Includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). There are approximately 18 to 20 cargo trains per day on the system; however that number is expected to double by 2020. There are also currently 44 passengers’ trains per day on the system. The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track.  Note – the Richmond Grade separation structures may include the Marina Parkway grade separation, which is currently moving towards construction.
	Capitol Corridor Operational Improvements	MTC/SACOG	Rail	ALA/CC/SJ/OL/SAC	TCIF Tier 2	\$60.0		No Timeline Identified in Plan	Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols. This is the project that was nominated to TCIF - not clear which elements from CCIPA business plan it overlaps with. (See Non-Alameda Rail Projects).
	Alameda Creek Bridge	San Joaquin County/Alameda County	Rail	ALA/SJ	TCIF Tier 2	\$32.0		No Timeline Identified in Plan	Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.
	California Interregional Intermodal Service (CIRIS) Inland Rail Shuttle	San Joaquin County/Alameda County	Rail	ALA/SJ/ST/A/FRE/TU/L/KIN/KER	SJV IRGMS, related TCIF Tier 1 (inactive) projects	\$12.0		Feasibility study completed in 2006. Project was withdrawn from TCIF.	Short haul rail between Central Valley and Port of Oakland. Requires ROW acquisition and contracted operator. Envisioned as PPP. ACCMA participated in a feasibility study for this service in 2000s.
	Extension of Altamont siding	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	Track realignment, Remove permanent "shoefly"

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$10.93		Mid Term (State Rail Plan)	
	Livermore to Pleasanton second main track and siding upgrades	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$11.00		Long Term (State Rail Plan)	
	ROW Purchase for future short-haul rail service (San Joaquin County Short-Haul Freight Project)	SJRRRC	Rail	ALA/SJ	GMAP, SJV IRGMS, TCIF Tier 1 (Inactive)	\$300.0		No Timeline Identified in Plan	Acquisition of the UPRR Oakland Subdivision and right-of-way between Stockton and Niles Junction (Fremont). This is a critical step to allow for eventual short haul rail service connecting the Central Valley to the Port. UP negotiations ongoing; therefore project cost in flux. ACE operates on this ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; project provides foundation for rail shuttle.
	Upgrade Radium Siding to Mainline standards	SJRRRC	Rail	ALA/SJ	Altamont Corridor Study	\$7.0		No Timeline Identified in Plan	Capacity/reliability benefits for ACE rail
	Lathrop to Niles Junction signal upgrades	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$4.33		Mid Term (State Rail Plan)	
	Acquisition of ACE corridor between Lathrop and Niles Junction	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$45.00		Mid Term (State Rail Plan)	
	Extension of Midway siding	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	
	Oakland - Martinez Track Improvement		Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$75.0		No Timeline Identified in Plan	Replace and upgrade track infrastructure (rail, subgrade, ties, and drainage ditches) to maintain travel times, ride quality, and system reliability
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Major International Trade Corridor Truck Projects									
	I-238/I-580 truck bypass lane	Caltrans	Truck	ALA	GMAP, 2004 MTC Plan	\$120.0		PSR completed as component of I-238 widening	Construct a truck bypass lane from I-580 to I-238; would have capacity benefits as well as safety benefits by eliminating current left merge
	WB I-580 Truck Climbing Lane Over Altamont Pass	Caltrans	Truck	ALA/SJ	TCIF Tier 2, GMAP, SJV IRGMS, 2004 MTC Plan	\$70.0		Caltrans staff was working on project development.	Truck climbing lane between the I-205/Hansen Rd overcrossing and the summit of Altamont Pass. Strong support from Central Valley agricultural community. Caltrans staff is working on project development.
240144	I-580/Santa Rita Rd interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.0	\$1.0	Vision (CWTP)	This project will reconstruct the southbound approach of Santa Rita at Pimlico/ I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Other Truck Projects									
	Clement Avenue Extension	City of Alameda	Truck	ALA	2004 MTC Plan	\$6.1		No Timeline Identified in Plan	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St. Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.
240279*	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$157.0	\$0.0	Vision (CWTP)	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1



**SEC. 1115. NATIONAL FREIGHT POLICY.****“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—**

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.— In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) REDESIGNATION OF PRIMARY FREIGHT NETWORK.—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) CRITICAL RURAL FREIGHT CORRIDORS.—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

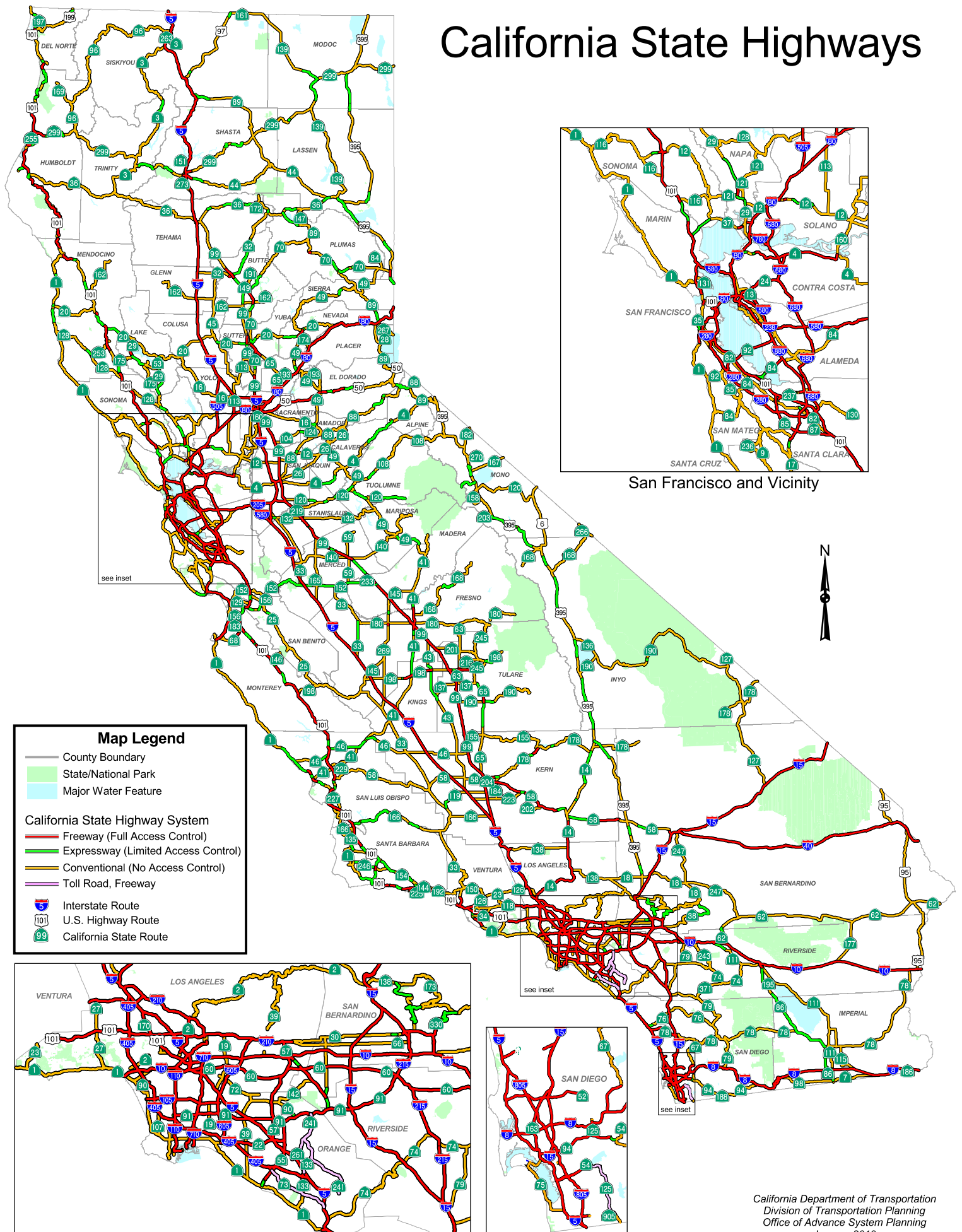
“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

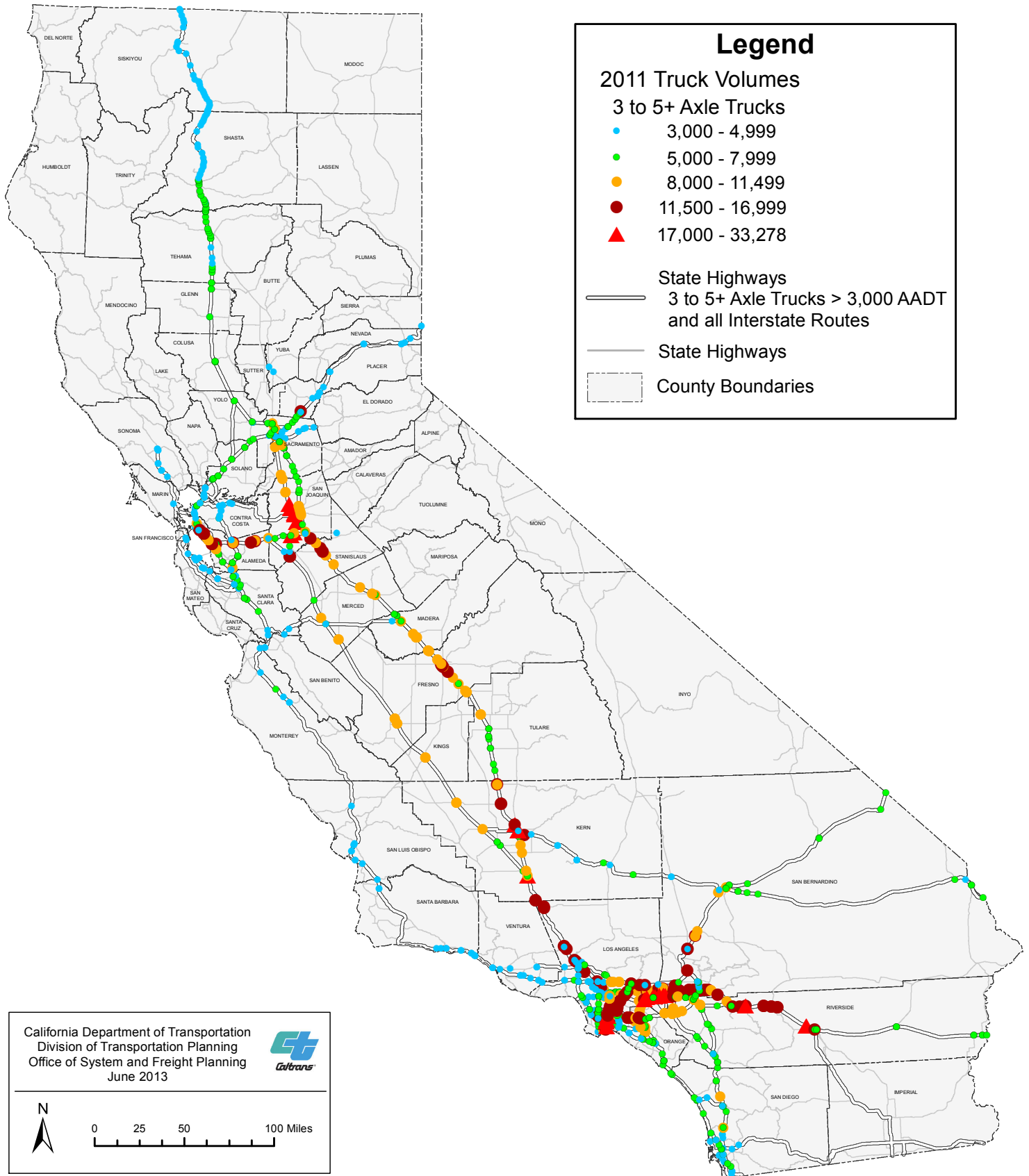
“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

# California State Highways

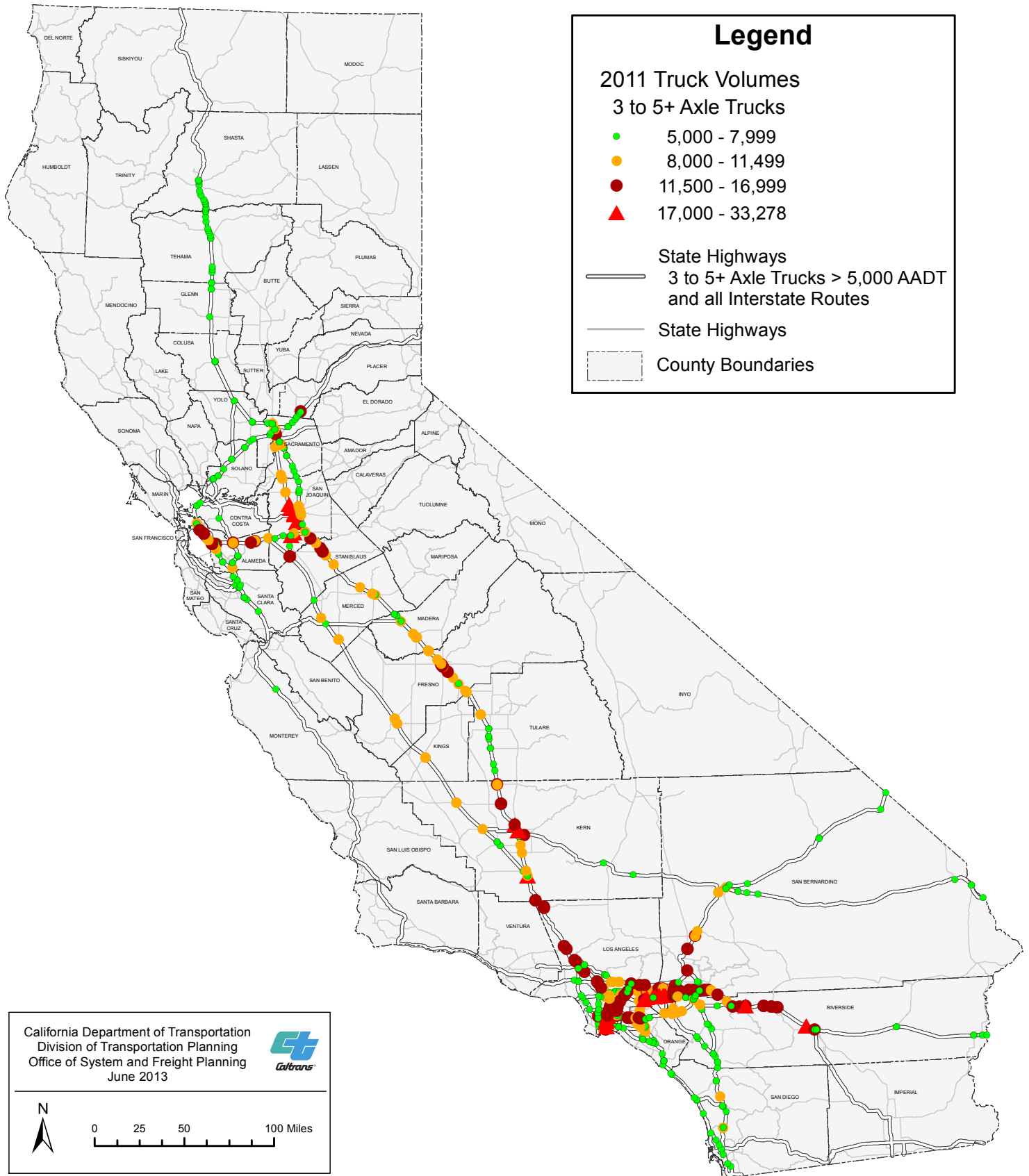


# Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



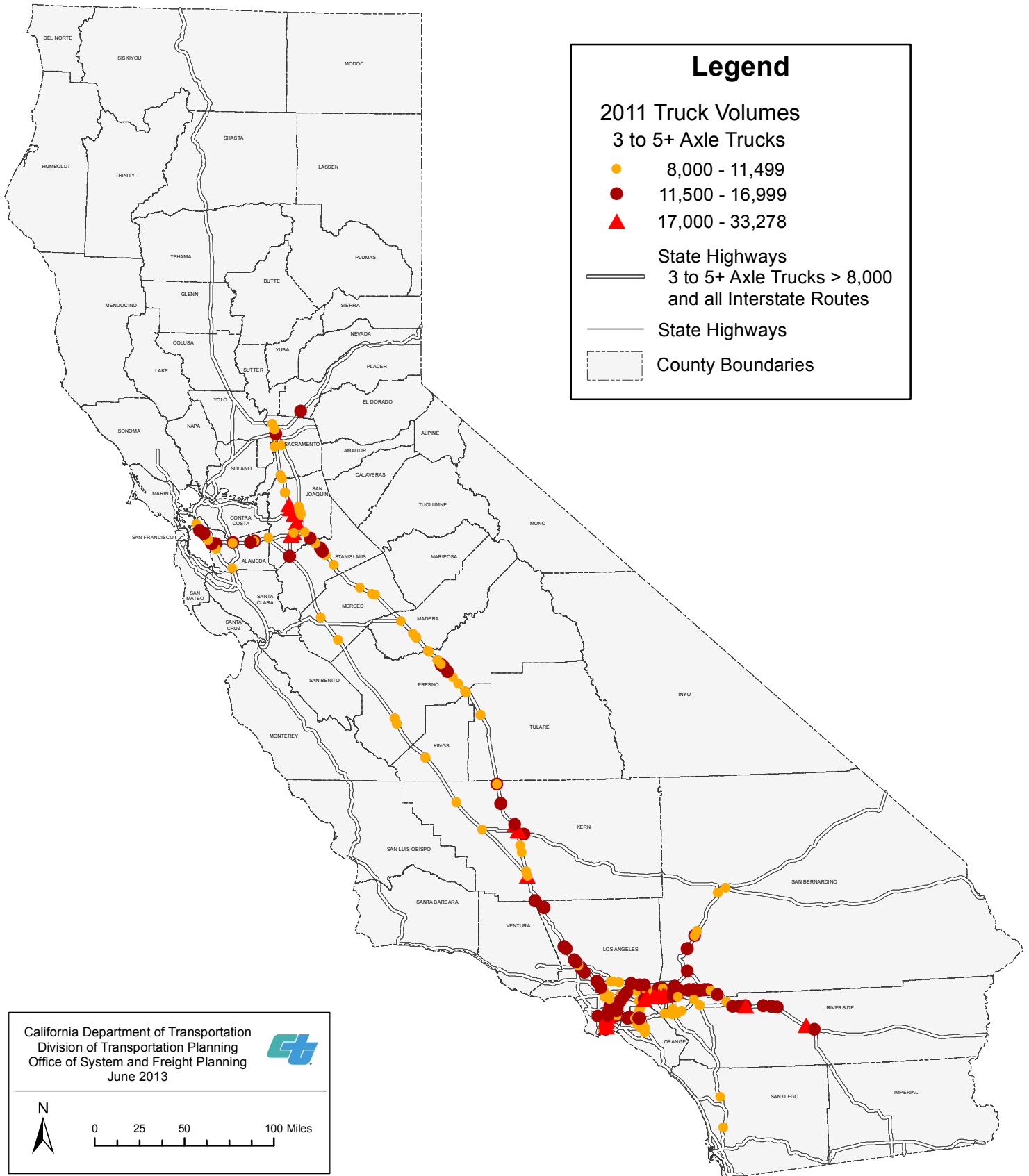
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# Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



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# Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)



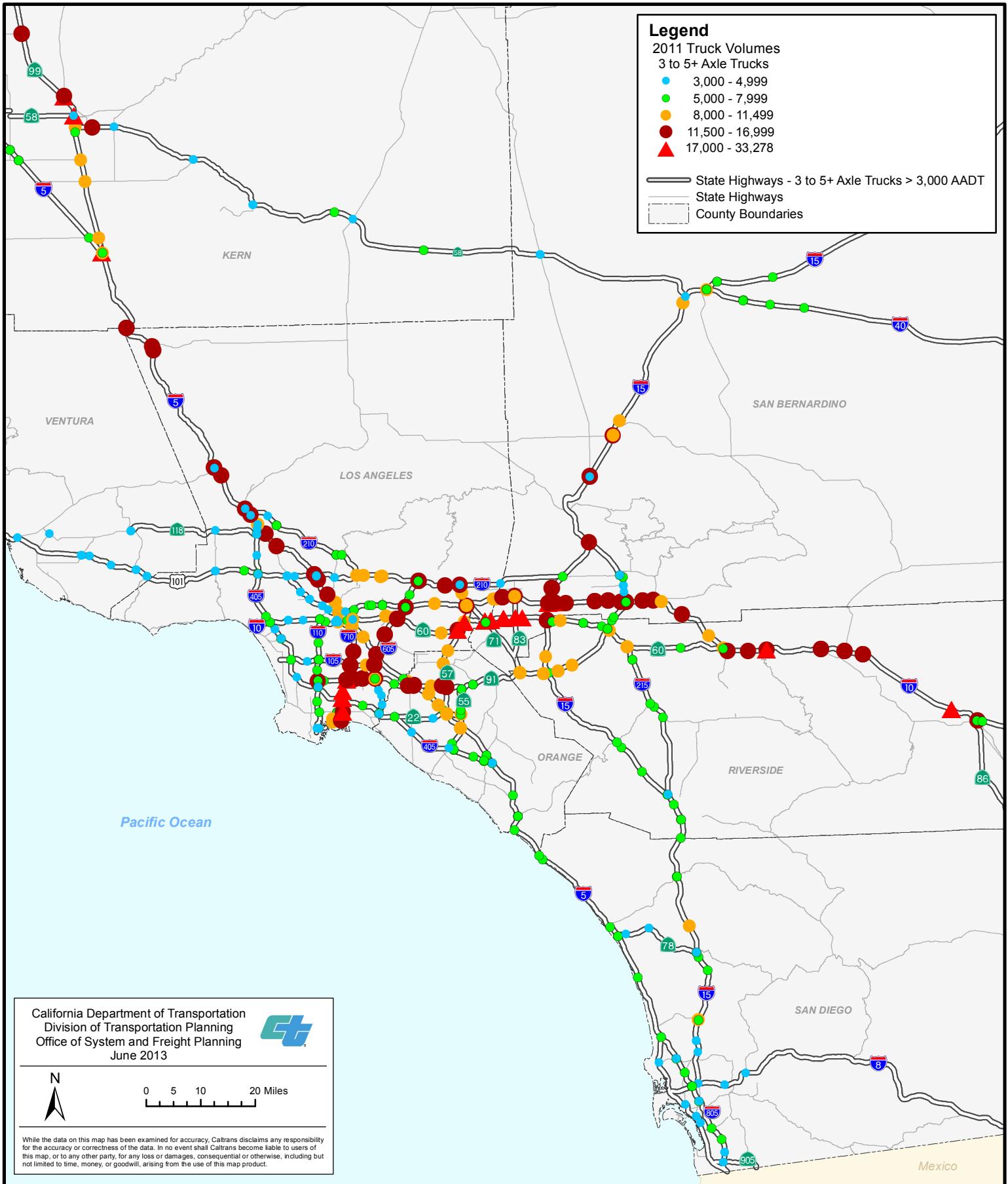
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# Southern California

## 2011 Annual Average Daily Truck (AADT) Volumes

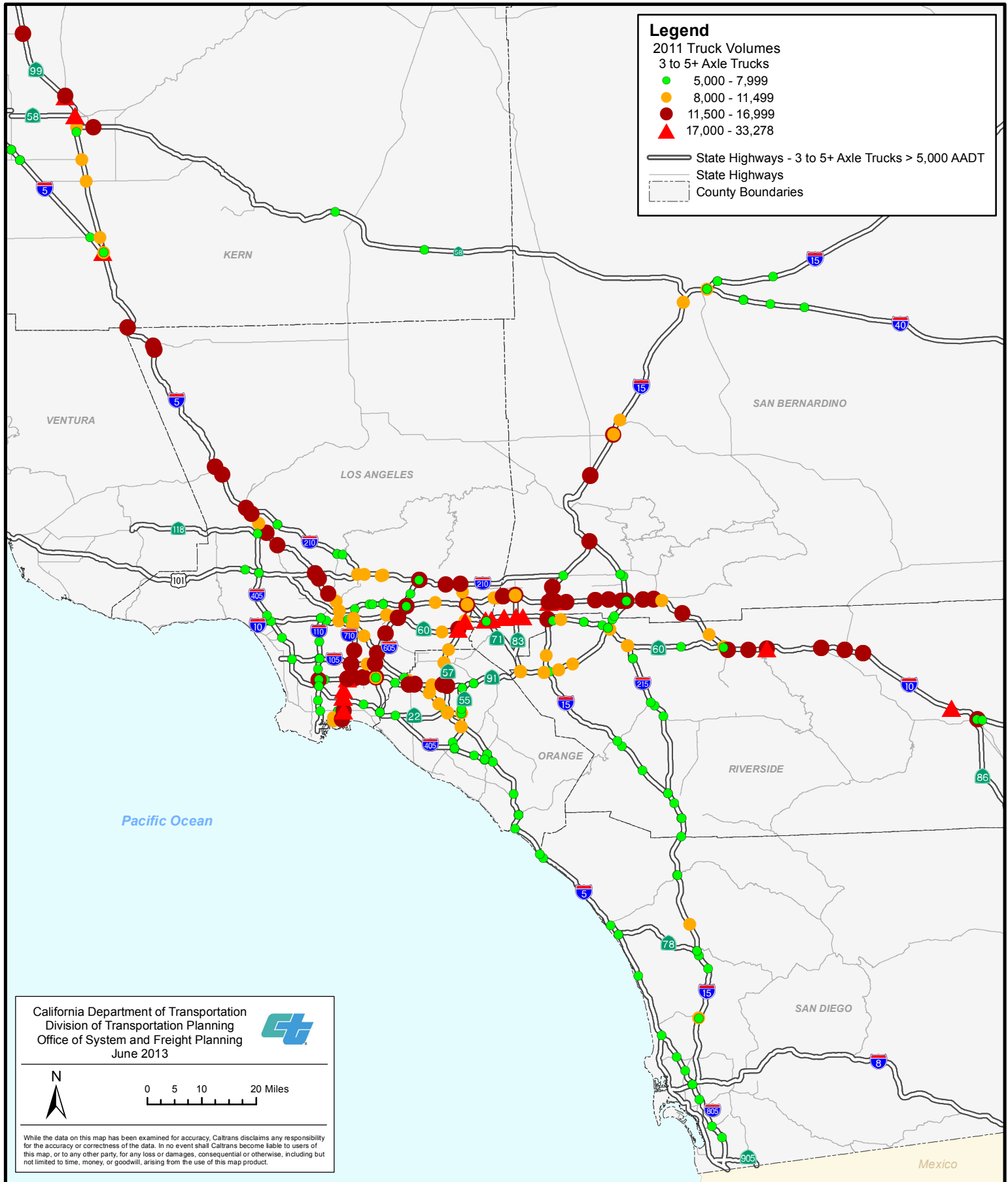
### Three to Five+ Axle (greater than 3,000 AADT)



# Southern California

## 2011 Annual Average Daily Truck (AADT) Volumes

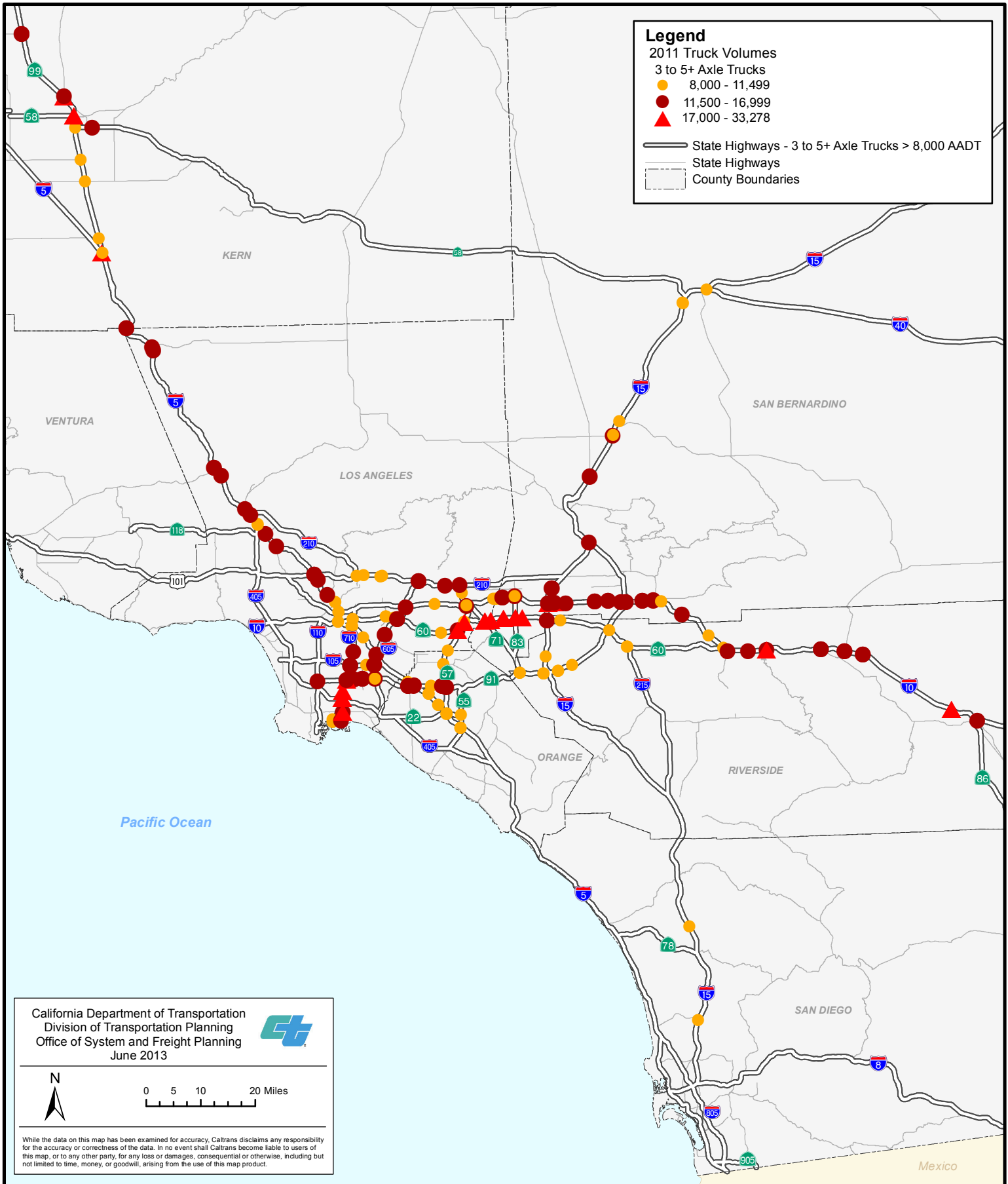
### Three to Five+ Axle (greater than 5,000 AADT)



# Southern California

## 2011 Annual Average Daily Truck (AADT) Volumes

### Three to Five+ Axle (greater than 8,000 AADT)

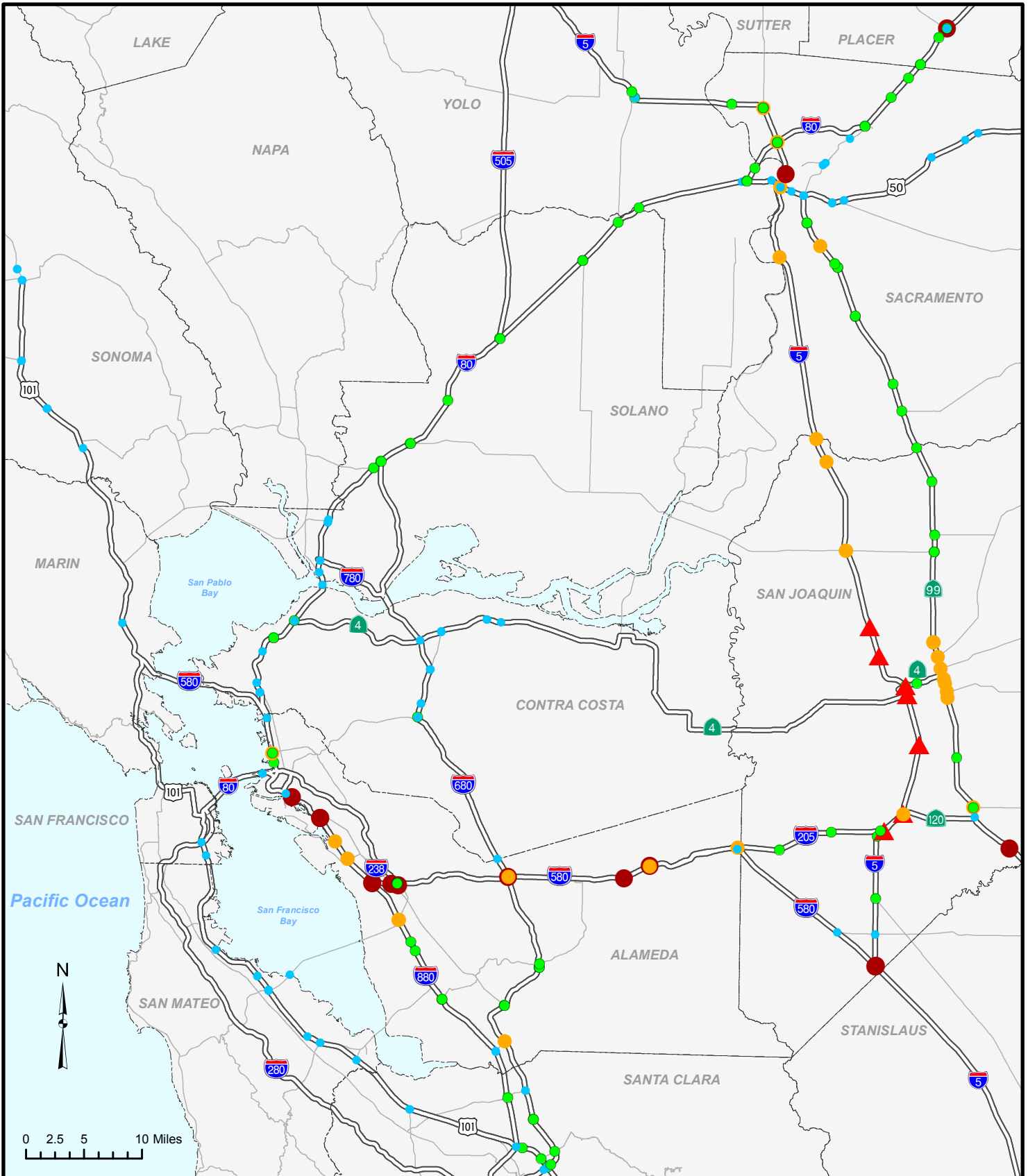




# San Francisco Bay Area and Delta Region

## 2011 Annual Average Daily Truck (AADT) Volumes

### Three to Five+ Axle (greater than 3,000 AADT)



#### Legend

2011 Truck Volumes  
3 to 5+ Axle Trucks

- 3,000 - 4,999
- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

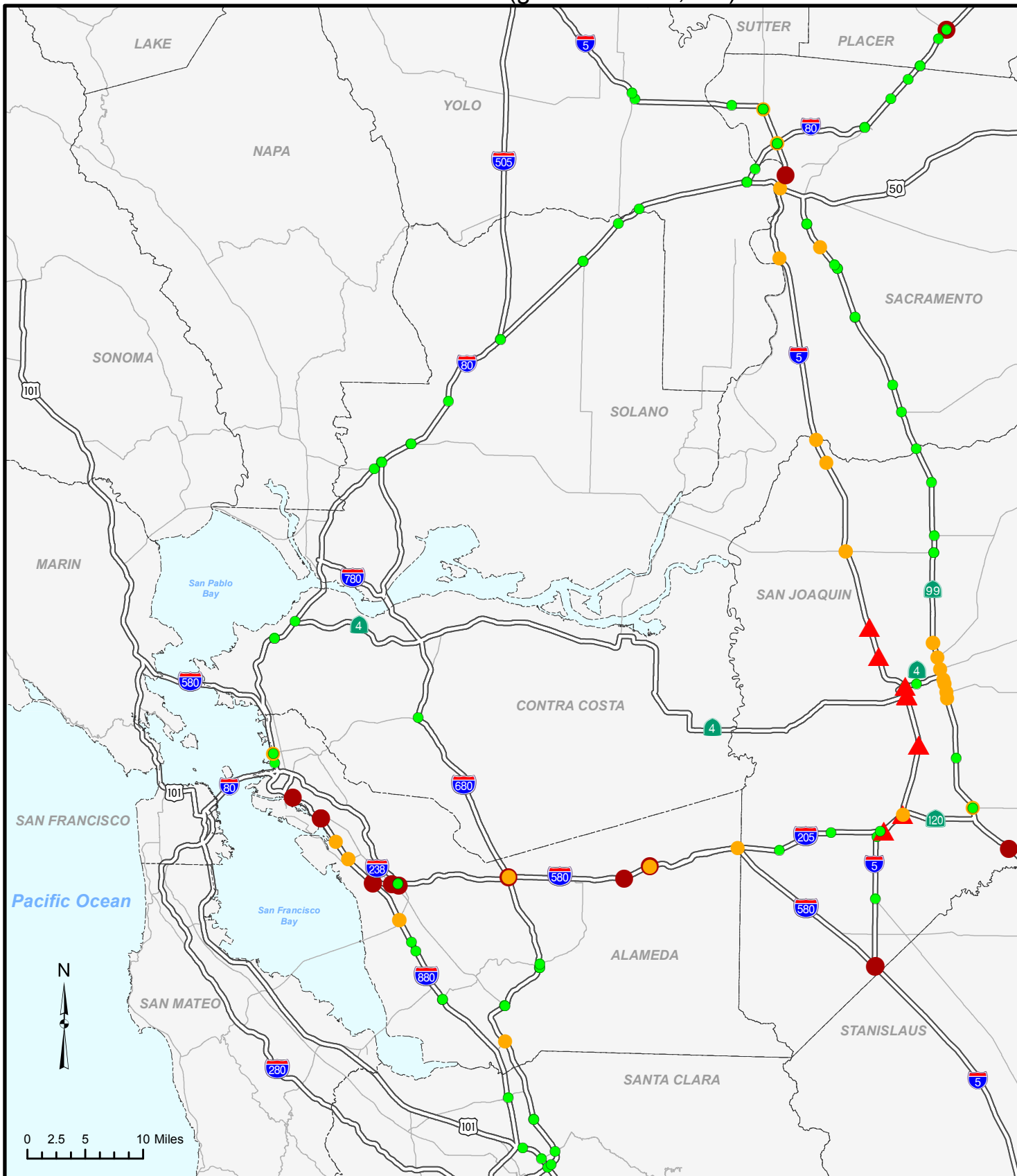
- State Highways - 3 to 5+ Axle Trucks > 3,000 AADT
- State Highways
- County Boundaries

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June 2013



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San Francisco Bay Area and Delta Region  
2011 Annual Average Daily Truck (AADT) Volumes  
Three to Five+ Axle (greater than 5,000)



### Legend

2011 Truck Volumes  
3 to 5+ Axle Trucks

- 5,000 - 7,999  
● 8,000 - 11,499  
● 11,500 - 16,999  
▲ 17,000 - 33,278

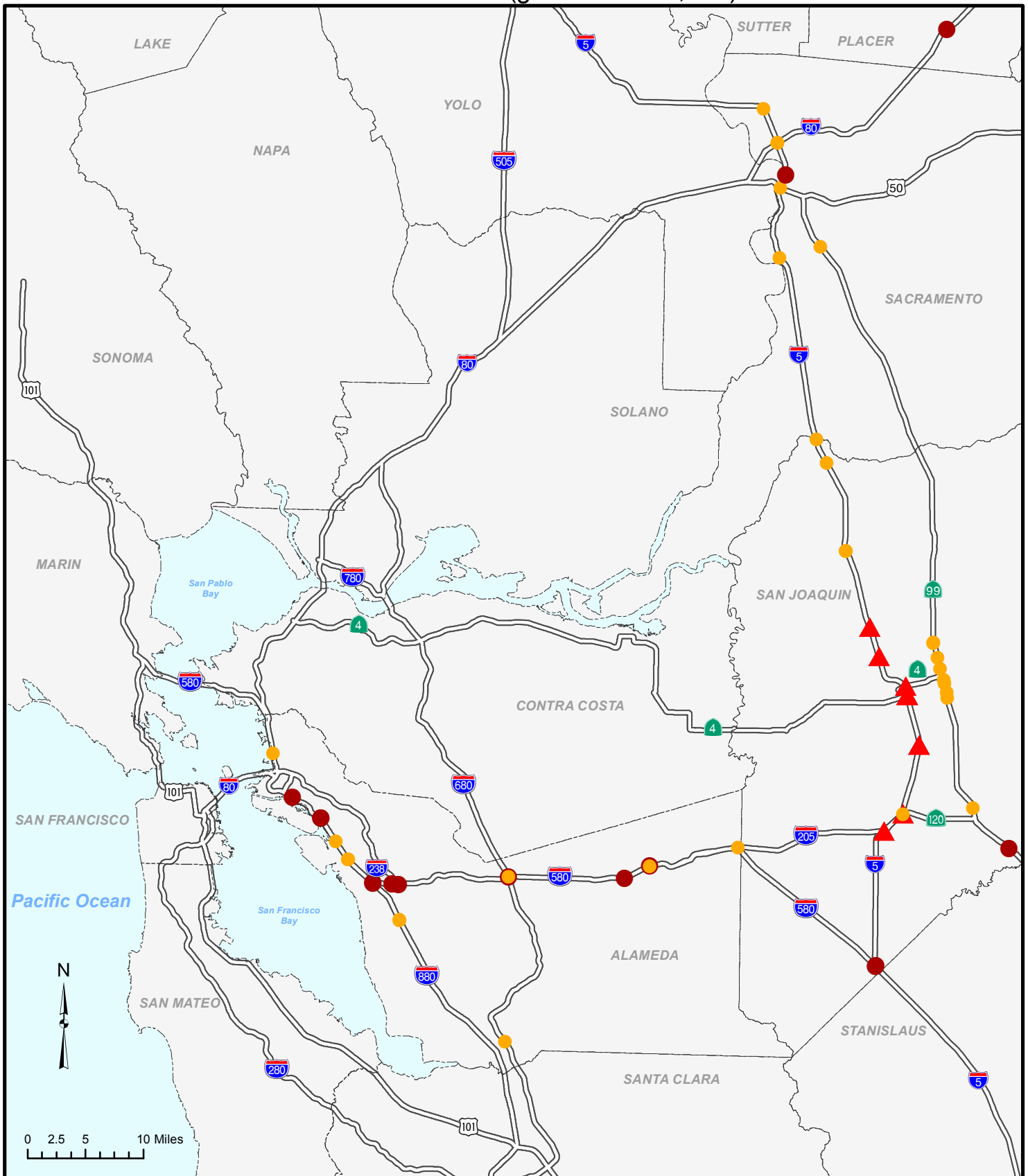
-  State Highways - 3 to 5+ Axle Trucks > 5,000 AADT  
 State Highways  
 County Boundaries

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San Francisco Bay Area and Delta Region  
2011 Annual Average Daily Truck (AADT) Volumes  
Three to Five+ Axle (greater than 8,000)



### Legend

### 2011 Truck Volumes 3 to 5+ Axle Trucks

-  8,000 - 11,499  
 11,500 - 16,999  
 17,000 - 33,278

-  State Highways - 3 to 5+ Axle Trucks > 8,000 AADT  
 State Highways  
 County Boundaries

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# Statewide Major Freight Facilities



## Legend

- |                               |                   |
|-------------------------------|-------------------|
| Airports                      | BNSF Railway      |
| Freight Intermodal Facilities | UP Railway        |
| Ports of Entry                | Other Railways    |
| Seaports                      | State Highways    |
|                               | County Boundaries |

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# Southern California Major Freight Facilities



## Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

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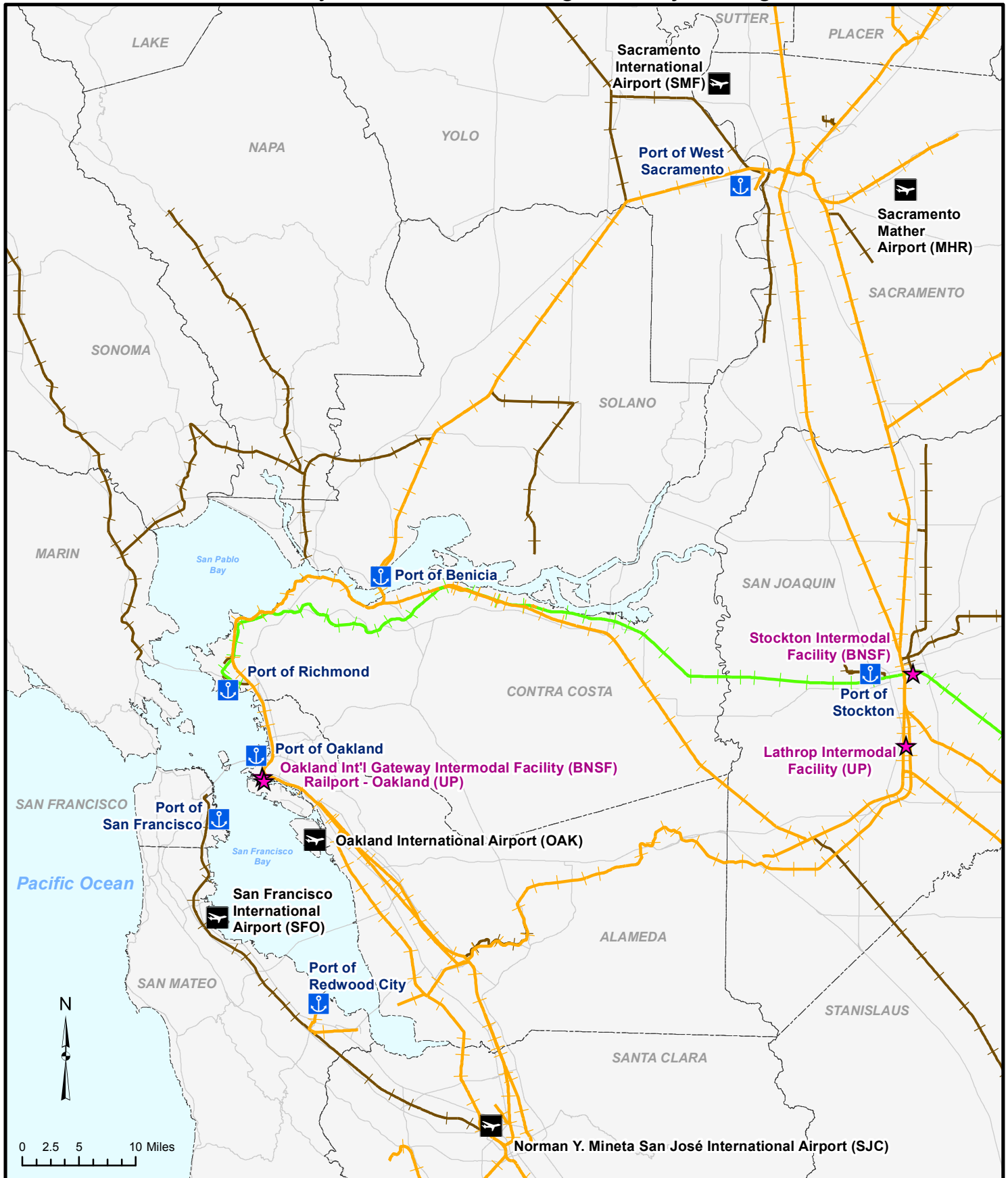


0 5 10 20 30 Miles

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# San Francisco Bay Area and Delta Region - Major Freight Facilities



## Legend

- |                               |                |
|-------------------------------|----------------|
| Airports                      | BNSF Railway   |
| Freight Intermodal Facilities | UPRR Railway   |
| Seaports                      | Other Railways |
| County Boundaries             | State Highways |

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# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 9, 2013

**SUBJECT:** ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

**RECOMMENDATION:** Receive an update on the ACEforward Program Notice of Preparation for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

## Summary

On June 24, 2013, the San Joaquin Regional Rail Commission released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the ACEforward Program. The EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced. Comments were prepared by Alameda CTC staff and are found in Attachment A. This memo describes Alameda CTC's relationship to ACE, Alameda County components being considered in the ACEforward program and Alameda CTC comments on the NOP.

## Background

The Alameda CTC annually provides Measure B pass through funds to the San Joaquin Regional Rail Commission for the Alameda County share of the ACE service operations. Measure B is a one-half cent sales tax approved by the voters of Alameda County in November, 2000. Based on the Measure B Transportation Expenditure Plan, the ACE service receives 2.12% of the net revenues of Measure B for ACE Service Operations. ACE service is projected to receive approximately \$2.4 million in FY 2013-14.

In May 1997, the Alameda County Congestion Management Agency (ACCMA), the San Joaquin Regional Rail Commission (SJRRRC), and the Santa Clara Valley Transportation Authority (VTA) entered into an agreement to create the Altamont Commuter Express (ACE) Joint Powers Authority which operates the ACE Service. ACE Service became operational on October 19, 1998.

On June 30, 2003 the ACE JPA was dissolved and a Cooperative Services Agreement (CSA) was entered into between SJRRRC, ACCMA and VTA. Through the CSA, the Alameda CTC

provides financial support for the ACE Service. The CSA stipulates the SJRRC as the owner/operator for the ACE service, overseeing the day-to-day management, planning and support services necessary to operate the trains.

The ACE service currently operates Monday through Friday four roundtrip commuter trains between Stockton and San Jose. In 2012, the ACE service provided about 850,000 trips. Historically, about 1/3 of those trips have an origin/destination in Alameda County.

The ACEforward Program EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced (see Attachment A Project Location Map). While the ultimate build concept of the Altamont Corridor Rail Project (ACRP) includes a grade-separated, independently owned right-of-way for electrified service from Stockton to San Jose and remains a long term potential, there are shorter term goals to modernize existing service as early as within the next 10 years. A new suite of improvements has been developed to deliver the shorter term goals and is the subject of this EIR/EIS.

The ACEforward Program would improve the existing ACE service by delivering safety and operational improvements that enable expansion of service to 6 daily round trips between Stockton and San Jose and to extend ACE service to Modesto, which could occur as early as 2018. Following the initial expansion, an additional expansion of extending ACE to Merced and increasing service frequency between Stockton and San Jose from 6 to 10 or more round trips per day could occur as soon as 2022. The preparation of the EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of rail improvements, including new track corridors, additional track, track realignments, ancillary facilities, new stations and station improvements along the Altamont Corridor. No new stations are planned for Alameda County.

The EIR/EIS will be completed in two tiers: a programmatic analysis of the entire program of improvements and a project analysis for specific improvements that are sufficiently designed. The following Alameda County improvements may be included in the analysis:

- Potential pinch points identified by the UPRR in Niles Canyon, between Newark and Alviso, and between Santa Clara and San Jose to accommodate service increases to 10 trains (programmatic analysis)
- Potential improved connection to BART service in the Tri-Valley that would increase connectivity (programmatic analysis)
- Upgrade of track and structures along the former Southern Pacific line through Niles Canyon to accommodate freight traffic (project level analysis)



- New connections to the former Southern Pacific line at Niles Junction and at Hearst (project level analysis)
- Upgrading of sidings: Radum siding in Livermore/Pleasanton (project level analysis)
- New connection between the Oakland subdivision and the Fresno subdivision in the Lathrop/Manteca area

The Alameda County Transportation Commission (Alameda CTC) submitted comments on August 15, 2013 in response to the NOP. The comments are found in Attachment B and asked for clarification about:

- The consistency of *ACEforward* with the long range regional and countywide transportation plans and funding assumptions including consideration of regional commitments and priorities, which include BART extensions and Express Lanes that will enable enhanced express bus service between the Tri-Valley and Silicon Valley to ensure complementary and non-duplicative services; consideration of a comprehensive funding plan to support short- and long-term service increases; and a request that any funding expectations for Alameda County will need to be closely coordinated with and approved by Alameda CTC;
- Clarification about the consistency of *ACEforward* with current planning efforts and project development including the development of three multi-modal planning efforts: a countywide transit plan, a countywide goods movement plan and a countywide corridor mobility plan, which are scheduled to be completed by Summer 2015, to identify additional long range transportation investment priorities for transit and freight on Alameda County roadways and railways and BART's preparation of a project-level Draft Environmental Impact Report for the BART to Livermore extension; and
- That potential transit and freight priorities developed through the Alameda Countywide Goods Movement and Transit Plans and impacts to policy, planning and programming of funds in Alameda County should be considered in the development of the EIR/EIS, especially given the constraints to shared freight and transit travel in the Niles Canyon corridor.

**Fiscal Impact:** There is no fiscal impact.

## **Attachments**

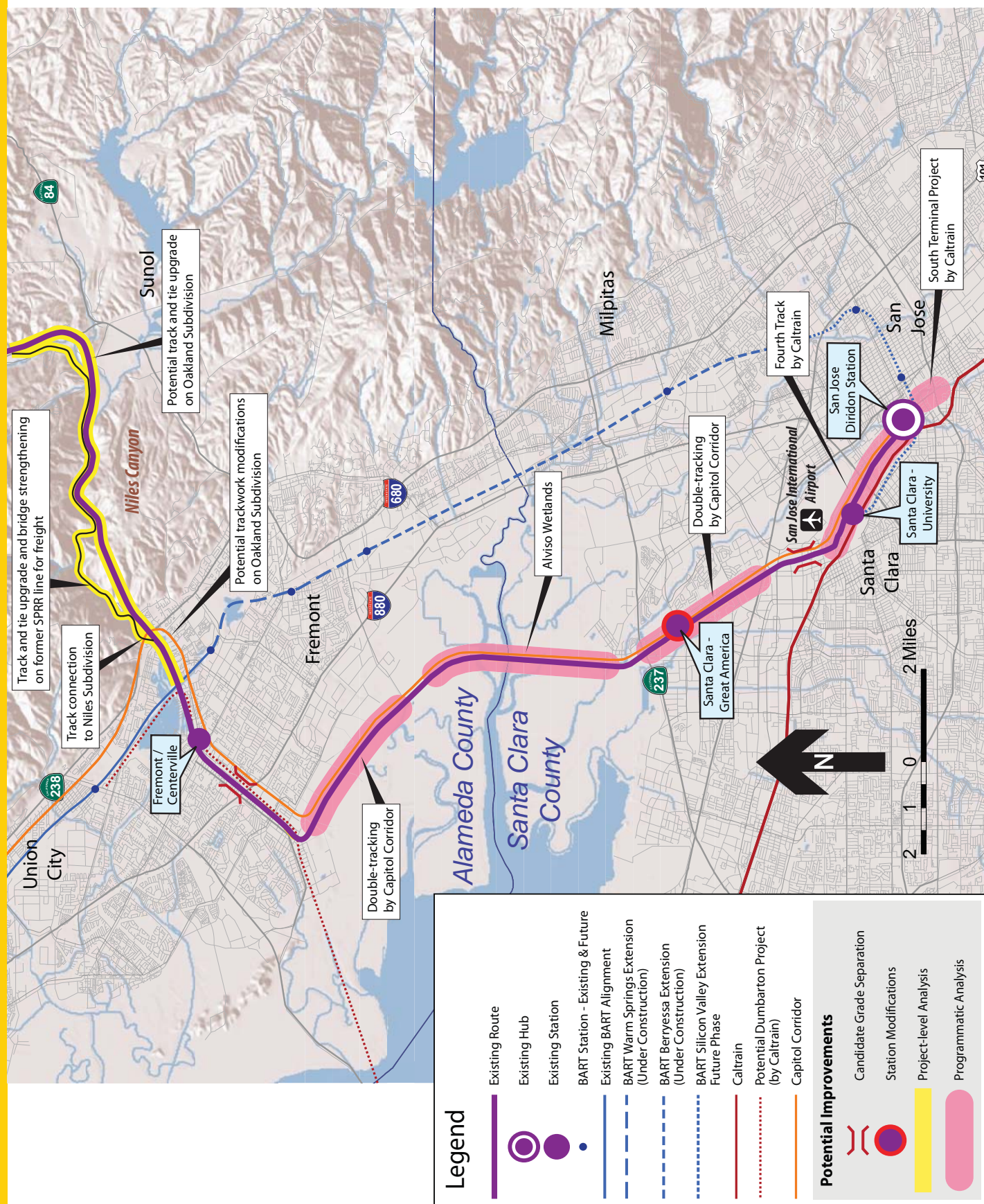
- A. *ACEforward* Project Location Map
- B. Alameda CTC Comments on the *ACEforward* Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

**Staff Contact**

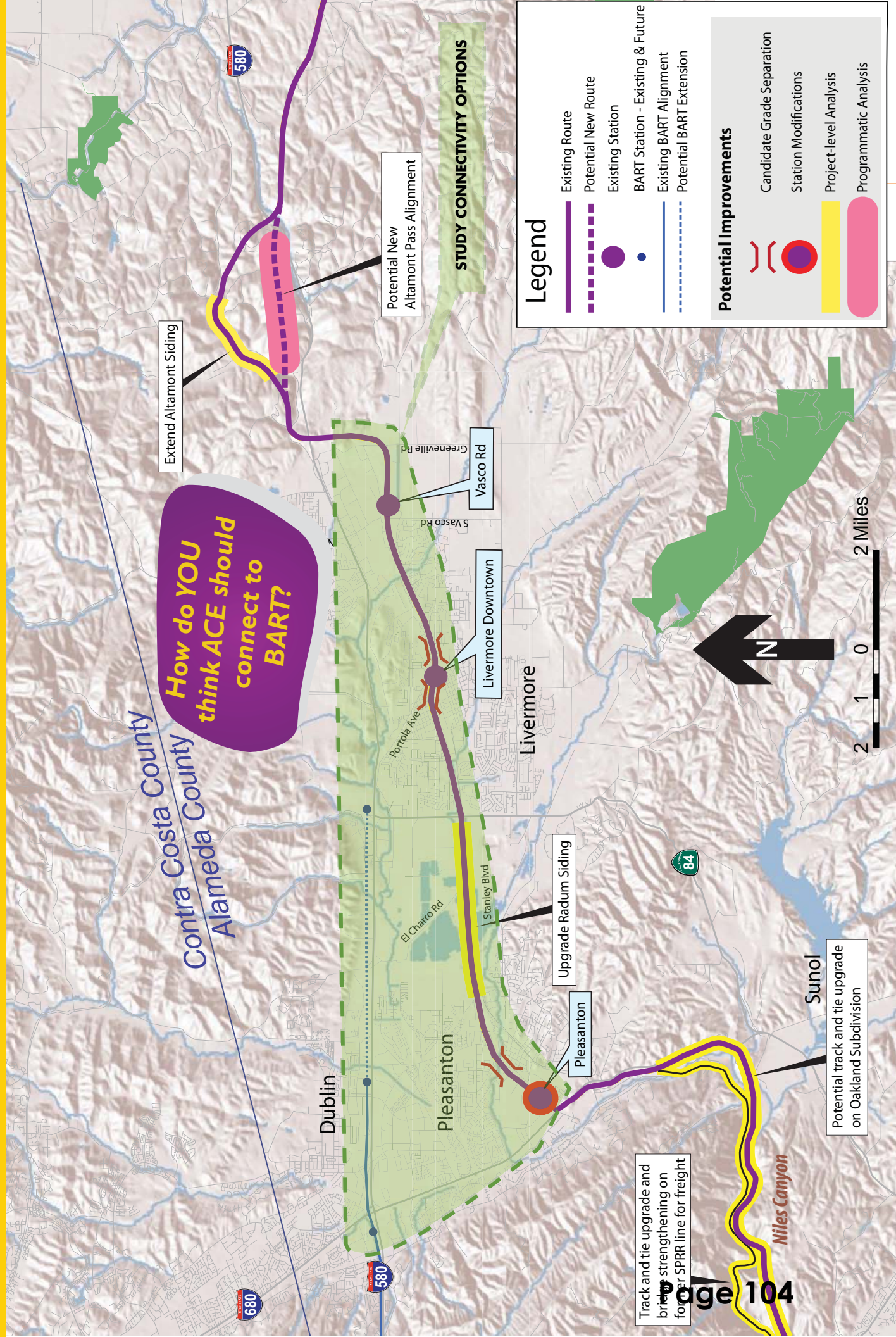
[Beth Walukas](#), Deputy Director of Planning

[Matt Todd](#), Principal Transportation Engineer

[Matt Bomberg](#), Assistant Transportation Planner

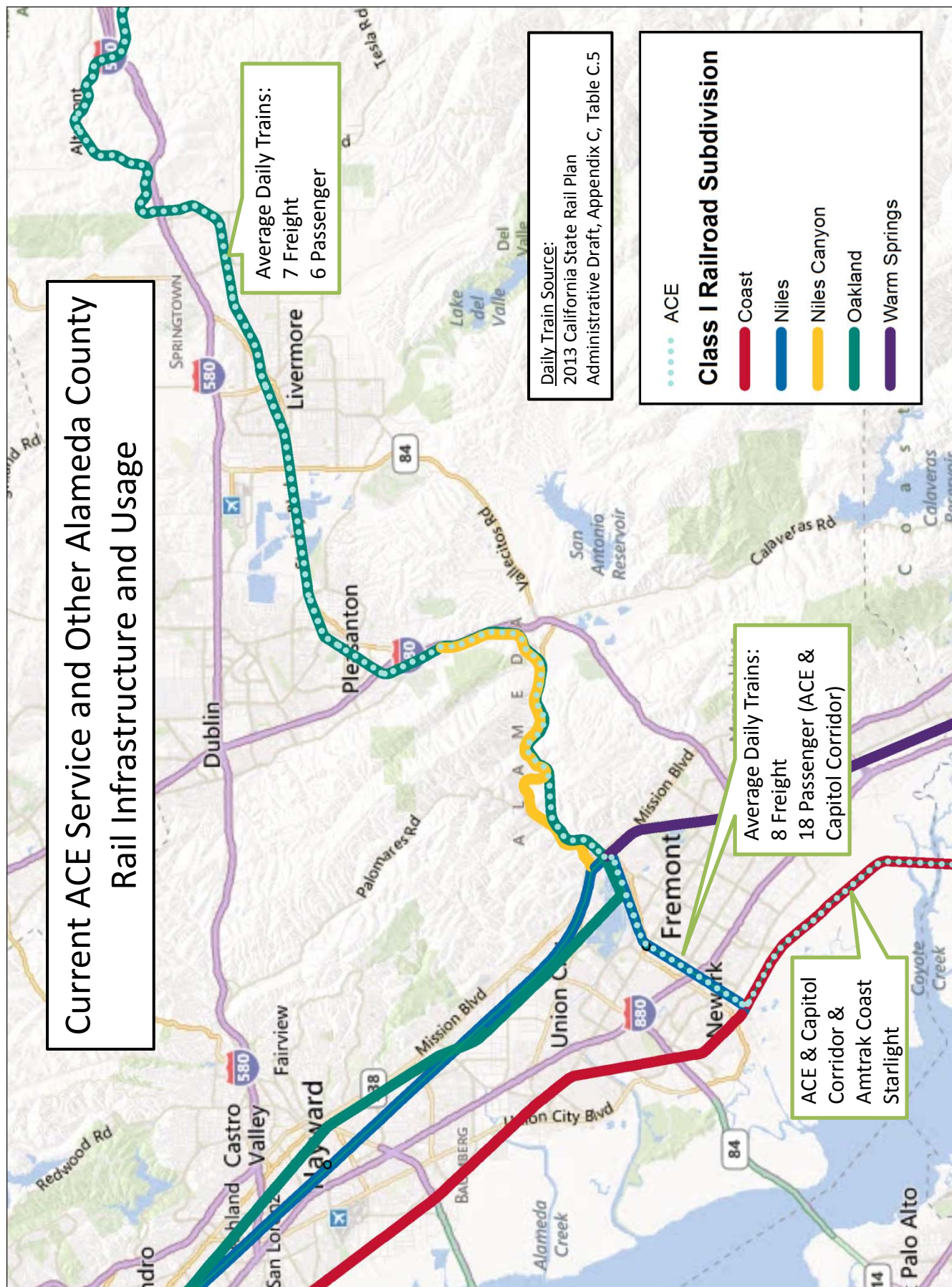








# Current ACE Service and Other Alameda County Rail Infrastructure and Usage



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August 15, 2013

Dan Leavitt  
Manager of Regional Initiatives  
ATTN: ACEforward Program EIR/EIS  
San Joaquin Regional Rail Commission/ACE Headquarters  
949 East Channel Street  
Stockton, CA 95202  
Email: [aceforward@acerail.com](mailto:aceforward@acerail.com)

SUBJECT: Comments on the Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the ACEforward Program

Dear Mr. Leavitt,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the ACEforward Program. The EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced. While the ultimate build concept of the Altamont Corridor Rail Project (ACRP) includes a grade-separated, independently owned right-of-way for electrified service from Stockton to San Jose and remains a long term potential, there are shorter term goals to modernize existing service as early as within the next 10 years. A new suite of improvements has been developed to deliver the shorter term goals and is the subject of this EIR/EIS.

Specifically, the ACEforward Program would improve the existing ACE service by delivering safety and operational improvements that enable expansion of service to 6 daily round trips between Stockton and San Jose and to extend ACE service to Modesto, which could occur as early as 2018. Following the initial expansion, an additional expansion of extending ACE to Merced and increasing service frequency between Stockton and San Jose from 6 to 10 or more round trips per day could occur as soon as 2022. The preparation of the EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of rail improvements, including new track corridors, additional track, track realignments, ancillary facilities, new stations and station improvements along the Altamont Corridor. No new stations are planned for Alameda County.

The EIR/EIS will be done in two tiers: a programmatic analysis of the entire program of improvements and a project analysis for specific improvements that are sufficiently designed. The following Alameda County improvements may be included in the analysis:

- Potential pinch points identified by the UPRR in Niles Canyon, between Newark and Alviso, and between Santa Clara and San Jose to accommodate service increases to 10 trains (programmatic analysis)

- Potential improved connection to BART service in the Tri-Valley that would increase connectivity (programmatic analysis)
- Upgrade of track and structures along the former Southern Pacific line through Niles Canyon to accommodate freight traffic (project level analysis)
- New connections to the former Southern Pacific line at Niles Junction and at Hearst (project level analysis)
- Upgrading of sidings: Radium siding in Livermore/Pleasanton (project level analysis)
- New connection between the Oakland subdivision and the Fresno subdivision in the Lathrop/Manteca area

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

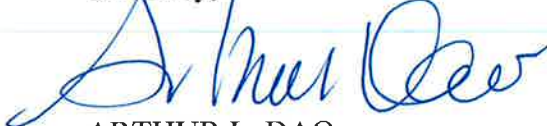
- *Consistency with Long-Range Regional and Alameda Countywide Plans and Funding Assumptions:* The ACEforward Program of safety, operational and expansion improvements proposed in the EIR/EIS for Alameda County are not included in the recently adopted Plan Bay Area (2013) or the adopted Alameda Countywide Transportation Plan (2012), except for a project to extend platforms at ACE Stations in Alameda and San Joaquin County for \$8 million. Therefore, the EIR/EIS will need to consider:
  - Existing regional commitments and priorities, including BART extensions and Express Lanes, which will enable enhanced express bus service between the Tri-Valley and Silicon Valley, to ensure complementary and non-duplicative services.
  - A comprehensive funding plan to support short- and long-term service increases including both capital and operation/maintenance needs, and including stations, platforms, platform access, rolling stock, parking, shuttle services, bike racks, bike lockers and any other aspects of the expanded service impacts. The DEIR should identify anticipated funding expectations and sources and should also discuss how additional funding needs will impact funding sources relied upon by other transit agencies in Alameda County. Funding priorities for transportation investments are determined through these long range planning processes, so any funding expectations for Alameda County will need to be closely coordinated with and approved by Alameda CTC.
  - The SRTP adopted by ACE in Fall 2012 identifies increased service levels to 6 trains. How does the increased service to 6 trains and associated improvements in the SRTP relate to the service changes and improvements proposed in the NOP project descriptions for the EIR/EIS?
- *Consistency with Current Planning Efforts and Project Development:* In addition to the investment priorities documented in Plan Bay Area and the Countywide Transportation Plan, Alameda CTC is embarking on the development of three multi-modal planning efforts: a countywide transit plan, a countywide goods movement plan and a countywide corridor mobility plan. These plans, scheduled to be completed by Summer 2015, will identify additional long range transportation investment priorities for transit and freight on Alameda County roadways and railways. Also, BART is preparing a project-level Draft Environmental Impact Report for the BART to Livermore extension and Capital Corridor is planning for increased service. The improvements studied as part of the programmatic and project-level analyses in the EIR/EIS should consider the impact of the ACEforward Program on the following:



- Operational, connectivity and ridership impacts between ACE and BART, LAVTA, UC Transit and AC Transit, including impacts on costs to provide service and connections to accommodate increased train frequency at Alameda County stations.
- The adequacy of station parking at Alameda County stations given anticipated ridership with enhanced service levels. While shared parking arrangements are encouraged, it should be demonstrated that there are not significant overlaps in the times when parties participating in the agreement need the facility, particularly at the existing Pleasanton Station.
- The potential to use station parking pricing, amenities like bike lockers, and other TDM measures to reduce the need for roadway infrastructure improvements by capturing some station access and egress trips by non-auto modes.
- The impacts of increased ACE service on Alameda County roadways for day of opening and future conditions, particularly for access and egress to Alameda County stations.
- 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](http://www.alamedactc.org/app_pages/view/5275).
- That potential transit and freight priorities developed through the Alameda Countywide Goods Movement and Transit Plans should be considered as they develop, especially given the constraints to shared freight and transit travel in the Niles Canyon corridor.

Thank you for the opportunity to comment on this Notice of Preparation of the *ACEforward* EIR/EIS. We look forward to working with you as the EIR/EIS moves forward. If you have any questions or require additional information, please contact Beth Walukas, Deputy Director of Planning, at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444.

Sincerely,



ARTHUR L. DAO  
Executive Director

Cc: Beth Walukas, Deputy Director of Planning  
Matthew Bomberg, Assistant Transportation Planner  
Matthew Todd, Principal Transportation Engineer  
Vivek Bhat, Senior Transportation Engineer  
Bob Vinn, City of Livermore  
Mike Tassano, City of Pleasanton  
Obaid Khan, City of Dublin  
Mark Evanoff, City of Union City  
Paul Keener, Alameda County  
Soren Fajeau, City of Newark  
Val Menotti, BART  
Paul Matsuoka, LAVTA  
Ken Kirkey, MTC

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# Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** September 9, 2012

**SUBJECT:** Final Plan Bay Area

**RECOMMENDATION:** Receive an update on the approval of the Final Plan Bay Area

## Summary

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area and its Final Environmental Impact Report (FEIR) on July 18, 2013 with several amendments. The amendments directed staff to:

- Work with the region's transit operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs,
- Develop a comprehensive strategy to make better progress in fully funding maintenance and state of good repair of existing transit capital and operating necessary to meet projected growth in non-auto mode shares,
- Add language about cap and trade revenue allocation, and
- Add language about linking One Bay Area Grant (OBAG) funding to jurisdiction-level approval of affordable housing planning, production, acquisition and rehabilitation.

These amendments and other changes to the draft were made in response to over 500 written and oral comments received on the Plan. A summary of the major revisions and corrections made to Plan Bay Area in response to these comments is found in Attachment A and can be found online at

[http://onebayarea.org/pdf/Summary of Major Revisions and Corrections Web.pdf](http://onebayarea.org/pdf/Summary_of_Major_Revisions_and_Corrections_Web.pdf).

## Background

Plan Bay Area is the region's first Sustainable Communities Strategy (SCS), which combines the 2040 Regional Transportation Plan (RTP) with a coordinated land use strategy aimed at reducing greenhouse gas emissions from cars and light trucks and housing the region's population across all income levels, as mandated by Senate Bill 375. Plan Bay Area and its Final Environmental Impact Report documents can be found at

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/final-plan-bay-area.html>.

Alameda CTC participated in the development of Plan Bay Area over the last three years and it is consistent with the Commission adopted 2012 Countywide Transportation Plan, which represents approximately \$9 billion in multi-modal, transportation infrastructure and programmatic improvements in Alameda County over the next 28 years. The Plan Bay Area document addresses the investment of over \$292 billion in the nine county Bay Area of the same 28 year period.

Staff is working with MTC and ABAG to determine the next steps in Plan Bay Area implementation process. Since the adoption of the Plan, three lawsuits have been filed challenging the Plan. The lawsuits have been filed by the Building Industry Association of the Bay Area; Earthjustice, Communities for a Better Environment and Sierra Club, jointly; and Bay Area Citizens. It is not known how this will affect the implementation of Plan Bay Area. Staff will bring additional information to the Committees and Commission when it is available.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. [Summary of Major Revisions and Corrections to the Draft Plan Bay Area, July 18, 2013](#)

### **Staff Contact]**

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Matt Todd](#), Principal Transportation Engineer