



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Thomas Blalock

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City of Dublin

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Councilmember Ruth Atkin

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Councilmember Suzanne Chan

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Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

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Councilmember Luis Freitas

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Vice Mayor Larry Reid

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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, October 14, 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.

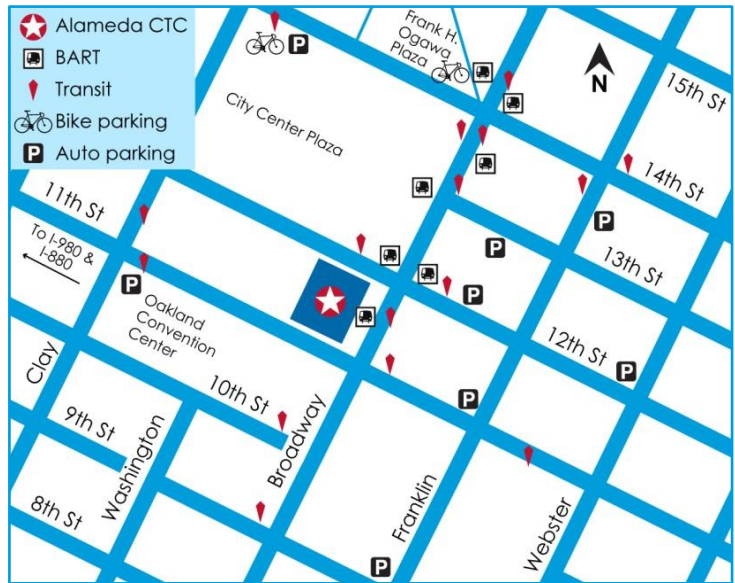
Glossary of Acronyms

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

Location Map

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

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



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

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.

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, October 14, 2013, 10:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

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. [September 9, 2013 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the September 9, 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. Transportation Expenditure Plan Update (Verbal)

I

6.2. [Draft 2013 Congestion Management Program](#)

25 A

Recommendation: Approve Draft 2013 Congestion Management Program

A

6.3. [Congestion Management Program: Final 2013 Annual Conformity Requirements](#)

51 A

Recommendation: Approve the finding that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements and approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connection, SR 185 northbound between 46th and 42nd Avenues, and Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard.

- | | | | |
|------|---|----|---|
| 6.4. | <u>Authorization for Alameda CTC Executive Director to Negotiate and Execute a Professional Services Contract for the Goods Movement Collaborative and Plan</u> | 55 | A |
| | Recommendation: Authorize Executive Director to negotiate and execute a contract for Development of a Countywide Goods Movement Collaborative and Plan. | | |
| 6.5. | <u>Sustainable Communities Technical Assistance Program (SCTAP) List of Applications Received</u> | 57 | I |

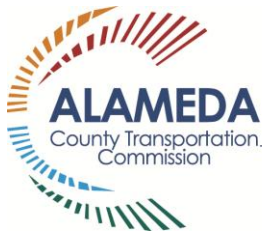
7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: November 4, 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. July 8, 2013 PPLC Meeting Minutes

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

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 updated the Committee on state and federal initiatives, providing an overview of policy issues, including federal appropriations, outcomes of the TIGER grant awards, the National Freight Advisory Committee, and an update on state legislation and the AB 32 scoping plan update.

This item was for information only.

6. Planning and Policy

6.1. Alameda CTC Workplan Activities and Implementation Timeline

Tess Lengyel provided a review of the agency-wide work plan and implementation timeline. Tess highlighted coordination and support efforts for Planning and Policy, Programming, Finance and Procurement and Projects. She also covered the implementation timeline for fiscal year 2013-14.

Commissioner Worthington wanted to know if additional staff would be hired to aid in implementing the workplan. Art stated no additional staff was budgeted, but if an augmentation is needed, the agency would use consultants from the private sector.

Commissioner Worthington wanted to make sure paratransit was addressed in the workplan. Tess stated that the Paratransit Advisory and Planning Committee (PAPCO) and the Paratransit Technical Advisory Committee (TAC) are included in the plan. PAPCO meets ten months out of the year and makes recommendations on paratransit to the full commission.

This item was for information only.

6.2. Transportation Expenditure Plan Update

Tess Lengyel updated the committee on the Transportation Expenditure Plan (TEP). Tess stated that the TEP Ad-Hoc committee met on July 26, 2013 and reviewed polling questions and the formation of focus groups in each area of the county. She stated that the next meeting is scheduled for September 26, 2013.

Commissioner Peixoto wanted to know how the consultant team was able to identify the “no” votes from the prior measure. Tess stated that EMC Consultant group was able to identify different types of voters from different areas of the county and incorporate them into the focus groups. When people were invited to participate in the focus group, they were asked how they voted on the measure.

Commissioner Ortiz wanted to know if the poll considered other transit agencies that were also going to the ballot in November. Tess stated that other transit agencies were taken into consideration in the poll.

This item was for information only.

6.3. Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan

Kara Viucich requested that the Commission approve the Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan and for the updates to Alameda Community Based Transportation Plans. Kara reviewed key highlights for both plans.

Commission members requested that bicycle safety along transit routes is addressed, as well as how these plans relate to MTC's work on the Transit Sustainability Project (TSP). Kara stated that Alameda CTC's plans will address access to transit, including by bikes, safety and will build upon the work MTC has done for the TSP. She also stated that staff is coordinating closely with MTC and transit providers.

Commissioner Kaplan motioned to approve both items. Commissioner Haggerty seconded the motion. The motion passed unanimously.

6.4. Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan

This item was considered under agenda item 6.3.

6.5. Goods Movement Collaborative and Plan Update and Project Screening Criteria and List

Tess Lengyel provided an update on the Goods Movement Collaborative and Plan development and recommended that the Commission approve the process for recommending projects to MTC for input into the California State Freight Mobility Plan. Tess reviewed the federal and state processes for development of the plan and stated that the Alameda CTC goods movement leadership team met in July 2013. She stated that a RFP for the Goods Movement Plan was released on July 1, 2013 and she updated the committee on development and implementation of key milestones for the Collaborative process.

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

6.6. ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Beth Walukas reviewed the ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Beth described Alameda CTC's relationship to ACE and reviewed Alameda County components being considered in the ACEforward program. She concluded by providing a brief overview of Alameda CTC comments on the NOP.

This item was for information only.

6.7 Final Plan Bay Area Update

Beth Walukas provided an update on the Final Plan Bay Area, highlighting amendments, revisions and corrections made to the plan as it was being adopted in July 2012. She noted that the next phase of Plan Bay Area will be its implementation and that staff is working with the regional agencies as implementation efforts move forward.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

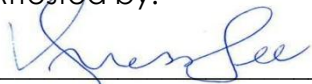
9. Adjournment/ Next Meeting

The meeting adjourned at 11:00 p.m. The next meeting is:

Date/Time: Monday, October 14, 2013 @10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 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 September 9, 2013, staff reviewed two NOPs, and two DEIRs. 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 Hayward 2040 General Plan NOP
- B. Comment letter for City of Oakland Children's Hospital and Research Center Oakland Master Plan Project NOP
- C. Comment letter for City of Dublin The Village @ Dublin Retail Project DSEIR
- D. Comment letter for City of Newark General Plan Tune-Up DEIR

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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August 27, 2013

Sara Buizer, AICP
Senior Planner
777 B Street
Hayward, CA 94541

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan

Dear Ms. Buizer,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan.

The project location comprises all the land in the City's Sphere of Influence as defined by the Alameda County Local Agency Formation Commission (LAFCO), including all land within the Hayward city limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the city, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview.

The new 2040 General Plan addresses sustainability, preservation and maintenance of distinct neighborhood characteristics, and the fostering of complementary and innovative infill and redevelopment opportunities. The 2040 General Plan also addresses new State mandates and topics relevant to the city that were not part of the 2002 General Plan, such as community health, police services, greenhouse gas emissions and climate change (AB 32 and SB 375), flood safety planning (AB 162), and complete streets (AB 1358). In addition to meeting all State content requirements, the plan takes an integrative approach to addressing the following broad topics and/or State mandates: Sustainability and Community Resiliency, Climate Action Plan (CAP) Integration, and Community Risk Reduction Strategy (CRRS) Integration.

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

- The City of Hayward adopted Resolution No. 92-269 on September 22, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Hayward and the Alameda CTC signed a Countywide Model Agreement on December 3, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880, Interstate 580, Interstate 238, Foothill Boulevard (SR-238)/Mission Boulevard (SR-238), East 14th Street (SR-185)/Mission Boulevard (SR-185), Jackson Street (SR-92), Hesperian Boulevard, Lewelling Boulevard, A Street, B Street, D Street, Winton Avenue, Tennyson Road, Industrial Parkway, and Whipple Road. MTS transit operators include BART, Capitol Corridor, and AC Transit.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service

and 3.75-15 minute headways for BART during peak hours. The DEIR should also consider the impacts of additional vehicle traffic in the Project Area on bus travel times and operations. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to implement and enhance countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275. The DEIR should explore whether there are synergies between implementation of proposed segments and other infrastructure improvements needed to support the 2040 General Plan build out. Implementation of these segments could help to mitigate Project vehicle traffic.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.
- The Alameda CTC has developed a number of resources and developed strong expertise in the area of Complete Streets. The Alameda CTC is available to answer questions and offer input as the City of Hayward seeks to make its Circulation Element compliant with Assembly Bill 1358.

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 cursive script 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 27, 2013

Heather Klein
Planner III
City of Oakland
Department of Planning and Building
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Children's Hospital and Research Center Oakland Master Plan Project

Dear Ms. Klein,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Children's Hospital and Research Center Oakland Master Plan Project.

The project site includes two locations. The Children's Hospital Research Center Oakland main campus is located at 747 52nd Street and is generally bounded by 53rd Street to the north, State Route 24 (SR-24) to the east, and Martin Luther King Jr. Way and the elevated BART tracks to the south and west. The Children's Hospital Oakland Research Institute campus is located at 5700 Martin Luther King Jr. Way and is generally bounded by 58th Street to the north, Dover Street Park to the east, Aileen Street to the south, and Martin Luther King Jr. Way and the elevated BART tracks to the west.

The main purpose of the proposed project is to create new seismically compliant acute care facilities that meet the seismic safety requirements of SF 1953. Other project goals include renovating existing structures, constructing new and replacement hospital facilities and associated infrastructure, and redesigning the campus' access points and internal street layout to improve site access, intermodal circulation, and pedestrian safety within the CHRCO campus and adjacent City streets.

The proposed project would be constructed in two phases. The total buildout for both campuses and both phases will result in a net increase of 327,017 square feet, 40 on-site hospital beds, 71 daily patients, 157 daily visitors, and 205 FTE employees.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda

County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include State Route 24 (SR-24), Martin Luther King Jr. Way, Shattuck Avenue, Telegraph Avenue, Stanford Avenue, Adeline Street, Claremont Avenue, and 51st Street. 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. The Project Area is near proposed segments of the Countywide Bicycle Network on Telegraph Avenue, King Street, and Adeline Street. The DEIR should explore whether there are synergies between implementation of these segments and other infrastructure improvements needed to support the CHRCO. 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.

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,

Handwritten signature of Matthew Bomberg in cursive script, followed by the word "for" in a similar style.

Beth Walukas
Deputy Director of Planning

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

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September 18, 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 Draft Supplemental Environmental Impact Report for The Village @ Dublin Retail Project (PLPA-2012000031)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report for the The Village @ Dublin Retail Project (PLPA-2012000031). The proposed project would involve constructing a retail commercial center on the site that would include up to 167,200 gross square feet of floor area. Other improvements would include surface parking lots, installation of utilities and services, site landscaping, pedestrian plazas and placement of identification signs. The project site contains 14.3 acres of land located in the Eastern Dublin Planning Area of the City of Dublin. The project site is located on the south side of Dublin Boulevard between Hacienda Drive to the east and Arnold Drive to the west. Martinelli Way forms the southern boundary of the site.

The Alameda CTC respectfully submits the following comments:

- On page 40, the DSEIR states that "The LOS standard for CMA analysis of roadway segments is LOS E." This statement is not accurate and should be removed. The LOS E threshold is used as to determine deficiencies during biennial 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. As stated in the NOP response letter for this project, 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 and professional judgment should be applied to determine the significance of project impacts. The text on page 40 should be changed to state that the LOS E threshold for MTS roadway segment impacts is a threshold that has been defined for this project, not a threshold set by the Alameda CTC.

The Village @ Dublin Retail Project is situated an opportune location for multimodal transportation circulation. The project is immediately adjacent to two Priority Development Areas (PDAs) that are planned for and already experiencing significant new housing development, including some higher density housing (Dublin Transit Center/Dublin Crossings and the Dublin Town Center). Furthermore, the project is located in close proximity to the Dublin/Pleasanton BART station and the LAVTA Rapid route, and the Iron Horse Trail, and the

project falls entirely within an Area of Countywide Significance from the Alameda Countywide Pedestrian Plan. In addition, the project is implementing the City of Dublin's Complete Streets Policy and General Plan, which identify a commitment to a transportation network consisting of "facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists" and that "serve[s] to enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets." With these considerations in mind, the DSEIR should consider the following:

- Several mitigation measures should consider secondary impacts to all road users:
 - Page 62-63, the DSEIR proposes removing a crosswalk across Dublin Boulevard if the preferred mitigation of grade-separated bicycle and pedestrian bridge cannot be implemented at the intersection of Dublin Boulevard and Scarlett Boulevard. This intersection is a critical pedestrian junction as it is located along the Iron Horse Trail and in the vicinity of the Dublin Pleasanton BART station. Opportunities for maintaining the crosswalk should be considered if bridge construction is not feasible.
 - Page 68, the DSEIR proposes widening Dublin Blvd to add a fourth eastbound through lane at the Dublin Boulevard /Tassajara Road intersection. Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.
- The DSEIR proposes a suite of TDM measures for impacts at several intersections (e.g. page 67 and page 71). The DSEIR should consider whether TDM measures could be appropriate for all locations rather than the few locations where it has been determined there is insufficient right of way to add turn pockets.
- The DSEIR should consider opportunities to implement the proposed segment of bike lane from the Alameda Countywide Bike Plan on Dublin Boulevard to the east of Tassajara Boulevard. This segment would complete a route for residents of the Town Center PDA who wish to access destinations to the west, such as the Village @ Dublin retail center or the Dublin Pleasanton BART station. This improvement could serve to mitigate some of the impacts that the DSEIR identifies along Dublin Boulevard.

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,



Beth Walukas
Deputy Director of Planning

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



September 26, 2013

Terrence Grindall
Community Development Director
City of Newark
Community Development Department
37101 Newark Blvd
Newark, CA 94560

SUBJECT: Comments on the Draft Environmental Impact Report for the Newark General Plan Tune Up Project

Dear Mr. Grindall,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Newark General Plan Tune Up.

The Project is contained within the City of Newark boundaries. The Project is designed to update the policy framework and land use designations that will guide future development in Newark through 2035; to comprehensively incorporate recent planning efforts, including the completed and adopted Dumbarton Transit Oriented Development Specific Plan (2010), Area 3 and 4 Specific Plan (2009), 2009-2014 Housing Element (2010) and Climate Action Plan into the General Plan so as to ensure Citywide policy consistency; and to address and satisfy new State and regional regulations that have come into force since the General Plan was last updated including Assembly Bill (AB) 162, Senate Bill (SB) 5, the Complete Streets Act of 2008, and the greenhouse gas (GHG) reduction goals of AB 32 and SB 375. The General Plan Tune Up includes updates to the following State-mandated elements: Land Use, Transportation, Open Space and Conservation, and Safety and Noise. The State-mandated Housing Element continues to stand on its own as a separate document. Additionally, the optional Parks and Recreation Element is updated, and three new optional elements added: Economic Development, Sustainability, and Health.

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

- On page 4.13-21, the description of the Countywide Bicycle Plan should be revised to differentiate between the countywide bicycle network and local bicycle routes. The map on the following page, depicts both local and countywide routes, for instance. Also, the countywide bicycle network and countywide pedestrian plan include major interjurisdictional trails, such as the Bay Trail in Newark.
- On page 4.13-23, the statement that "the City of Newark and the Alameda CTC have established vehicular LOS standards for intersection performance is inaccurate." The Alameda CTC has no intersection-based LOS standards, and LOS thresholds apply to roadway segments and to

biennial LOS monitoring, not cumulative impact analysis of developments through the land use analysis program.

- The mitigation measures presented in Table 4.13-5 at Ardenwood Boulevard and State Route 84 WB Ramps and at Newark Boulevard and State Route 84 EB Ramps, while primarily intended to improve auto circulation, should consider opportunities to include upgrades to facilities for other modes. The Alameda Countywide Bicycle Plan identifies improvements to this interchange as a major capital project need. As the City of Newark explores mitigation measure here in conjunction with Caltrans and the City of Fremont, opportunities to improve the bikeway along Newark Boulevard should be sought. Such coordination would be consistent with the Draft Plan's Policy T-1.3: Incorporating Complete Streets Elements in Transportation Projects which specifies that "Any construction, reconstruction, retrofit, maintenance, operations, alteration, or major repair of the street network should consider ways to make streets safer for all users."
- The Draft General Plan acknowledges on page T-37 that the City of Newark's intersection LOS D standard should be considered in a context sensitive fashion: "The City will determine the need for exceptions to its LOS standards on a case by case basis in the future." The Draft Plan specifically names the Old Town Newark commercial district as one such area where "maximizing vehicular flow through intersections may not be the highest priority" as "the City seeks to create a welcoming environment for pedestrians, bicyclists, and transit users with vibrant local businesses and an attractive streetscape." In this context, the DEIR should strong consider impacts to all users from the following mitigation measures proposed in Table 4.13-5
 - Cherry Street and Thornton Avenue: the DEIR proposes adding a through lane on Cherry Street. This intersection is within the Old Town Newark commercial district and is located near the Old Town Mixed Use Priority Development Area. The DEIR should consider options for accommodating all users.
 - Cherry Street and Mowry Avenue: the DEIR proposes widening Mowry Avenue. This intersection is close to a high school, a community college, and a park, and is located along a road with transit service that is also a Countywide Bicycle Route (component of the Bay Trail). The DEIR should consider options for accommodating all users.

We appreciate the opportunity to comment on thie DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Beth Walukas
Deputy Director of Planning

cc: Matthew Bomberg, Assistant Transportation Planner
Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities and provide input on draft legislative program priorities

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).

At the time of this writing, the shutdown of the federal government continues as the House and Senate have been unable to pass appropriations bills or a continuing resolution to fund the government in the new federal fiscal year, which began on October 1, 2013. As the stalemate and shutdown continue over Fiscal Year 2014 funding, House Republicans have shifted strategies to try and pass individual short-term bills that would fund sections of the government to soften the shutdown's blow. Their approach to this option includes trying to reduce the 2/3 threshold for passage of appropriations bills through the House Rules Committee.

Even if the House passes stand-alone bills, Senate Democrats have indicated their unwillingness to engage with House Republicans on a series of small, short term bills. Meanwhile, the Administration continues to insist on a clean continuing resolution funding the entire federal government.

The debate around funding the federal government will spill into the federal debt limit. Secretary Jack Lew stated in late September in a letter to Congress that it will need to raise the debt ceiling in mid-October (specifically no later than October 17 for the country to meet its commitments that Congress already approved.

Secretary Lew noted in his letter that by October 17th, the Treasury would have only approximately \$30 billion to meet the country's commitments, an amount which would be far short of net expenditures on certain days, which can be upward to \$60 billion. He also noted that if there is insufficient cash in the Treasury, it would be impossible for the United States to meet all of its obligations for the first time in its history. He also clarified that extending the United States borrowing authority does not increase government spending; rather, it allows the Treasury to pay for expenditures that Congress already approved.

In 2011, Congress wrestled for a long time with the debt limit legislation, and the United States' credit was downgraded.

In some of the early discussions regarding negotiations on the raising the debt limit, Republicans have noted their interest in including a number of priorities as follows:

- Allow a one-year debt limit increase
- Delay Obamacare for 1 year
- Establish a timetable for tax reform efforts
- Approve the of Keystone Pipeline project
- Increase offshore drilling in the United States

Staff will provide an update on progress with funding the government and raising the debt limit at the Commission meeting.

Policy

Highway Trust Fund: In late September, the Senate Environment and Public Works (EPW) Committee held a hearing entitled "The Need to Invest in America's Infrastructure and Preserve Federal Transportation Funding." The purpose of the hearing was to discuss the need for innovative financing and additional government assistance to build and maintain the national network of roads, highways, bridges, airports, waterways, and sea ports.

This effort continues discussions regarding how to fund transportation in the United States. During this hearing, Committee members and witnesses were in agreement that reforms have to be made to the system of transportation revenue from the ways fees are

collected and the types of fees collected. Many noted that the gas tax should be indexed to inflation as one way to address the declining buying power of gas tax revenues. Others suggested that vehicle miles traveled tax (VMT) would be a good model to use once the privacy concerns and collection issues are addressed.

Chairman Boxer noted that the Senate EPW Committee will work closely with the other Senate committees related to transportation funding, as well as the House Transportation and Infrastructure Committee, to find a solution to the financing problem. Staff will continue to provide updates on discussions at the federal level regarding how to fund transportation.

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.

The State Legislature finished the first year of the 2013-14 session in mid-September and is not expected to return to Sacramento until January 6th.

All bills not sent to the Governor for consideration are now considered "two-year" bills and can be revisited when the Legislature reconvenes in January. All two-year bills must be out of their house of origin by the end of January in order to remain alive. In addition, bills held on the Suspense Files in either the Senate or Assembly Appropriations Committees are also considered two-year bills. The Governor has until October 13th to sign or veto the bills sent to his desk.

Policy

AB 32 Scoping Plan: On October 1, 2013, California Air Resources Board released its Discussion Draft update of 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 update to the AB 32 Scoping Plan allowed CARB to review and revise the 2008 Scoping Plan, and address near and long term goals for reducing greenhouse gas emissions. The update focused on the following six sectors for post-2020 GHG emission reduction strategies:

- Energy
- Transportation, Land Use, Fuels, and Infrastructure
- Agriculture
- Water
- Waste Management
- Natural and Working Lands

The updated Scoping Plan will likely influence the Cap & Trade expenditure plan that is anticipated to be included in the Governor's 2014-15 budget proposal that he will release in January 2014. Alameda CTC and its partners are reviewing the updated Scoping Plan and will develop a set of comments on the draft document, which staff will bring to the Commission.

This discussion is particularly important for the transportation sector since it is both the source of the highest GHG emissions and includes the highest goal for GHG emission reductions: 80% reduction in transportation related greenhouse gas emissions by 2050 below 1990 levels, as required by Governor Brown's [Executive Order B-16-2012](#).

Legislation

Legislative coordination efforts: Alameda CTC is leading and participating 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. For the 2014 legislative platform, staff is hosting a legislative roundtable on October 9, 2013, to discuss legislative priorities in Alameda County. In addition, staff is participating at an MTC legislative discussion on October 7th and a CMA legislative discussion on October 11th. Staff will bring a proposed set of legislative priority concepts directly to the PPLC meeting, reflecting local and regional discussions, for the Commission to consider and provide input. A final legislative platform will be brought to the Commission in November for final approval at the December Commission meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC Legislation Program

Staff Contact

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



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">Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.Support legislation that increases the buying power of the gas taxSupport efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<ul style="list-style-type: none">Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	<ul style="list-style-type: none">Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent: these bills were held in Senate Appropriations; AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot: signed by the Governor
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.Support legislation that protects against transportation funding diversions to the General Fund.Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.Seek, acquire and implement grants to advance project and program delivery.Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spaces: two-year billAB466: Support CMAQ current funding allocation: this bill passed through the legislature and is on the Governor’s deskAB 791: Oppose changes to current methods for adjusting the excise fuel tax: two-year bill
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.Support innovative project delivery methods.Support HOT lane expansion in Alameda County and the Bay Area.Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none">Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	<ul style="list-style-type: none">

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"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 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: two-year bill
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none">
	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS: two-year bill
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee: Bill was signed by the Governor



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Draft 2013 Congestion Management Program

RECOMMENDATION: Approve Draft 2013 Congestion Management Program

Summary

As required by state Congestion Management Program (CMP) legislation, Alameda CTC biennially develops and updates a Congestion Management Program for Alameda County to monitor the performance of the County's roadway transportation system, assess the performance of the county's transportation system, develop strategies to address congestion and improve the performance of a multi-modal system, and strengthen the integration of transportation and land use planning. The CMP is required to incorporate five key elements: a designated CMP roadway network, level of service monitoring, multimodal performance element, land use analysis program, and capital improvement program. Since April 2013, Alameda CTC has performed a comprehensive review of the Alameda County's CMP, conducted a multi-modal performance review, evaluated strategies for reducing congestion, evaluated local jurisdiction conformity with the CMP, and incorporated the actions and recommendations previously approved by the Commission during the adoption of the 2011 CMP into the updated document. 2011 CMP identified about ten specific recommendations and needed follow-up actions to enhance the CMP in addition to required updates to the CMP elements. This update reflects implementation of those actions in addition to completing the required updates to the CMP elements.

The attached draft executive summary (Attachment A) of the 2013 CMP highlights the key features, related issues, recommendations, and outcomes for each CMP element as a result of this 2013 update. The complete draft CMP document is available on the [Congestion Management Program page](#) of the Alameda CTC website. Upon adoption of the 2013 CMP by the Commission, it will be submitted to MTC by the November 11, 2013 deadline to meet the MTC requirement for CMP Conformity and for inclusion of the proposed Alameda County 2014 STIP projects, as defined in the CMP CIP, and as adopted by the Commission, into the 2014 Regional Transportation Improvement Program for adoption into the State Transportation Improvement Program.

Background

As the Congestion Management Agency for Alameda County, Alameda CTC is required to be in conformance with the state CMP legislation and to update the CMP every two years, including developing, adopting and updating the following CMP elements:

- **Roadway Monitoring:** Monitor congestion levels against the LOS standards established for the County's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard.
- **Multimodal Performance Measures:** Evaluate the region's multimodal transportation system against adopted performance measures.
- **Transportation Demand Management:** Promote alternative transportation strategies with a transportation demand management (TDM) element
- **Land Use Impact Analysis:** Analyze the effects of local land use decisions on the regional transportation system.
- **Capital Improvement Program:** Prepare a capital improvement program that maintains or improves the performance of the transportation system.

The 2013 CMP update incorporates the actions identified as next steps in the 2011 CMP and more closely aligns the CMP with the 2012 Countywide Transportation Plan (CWTP) and Plan Bay Area (the Bay Area Regional Transportation Plan and Sustainable Communities Strategy), and other related efforts and legislative requirements (e.g., Assembly Bill 32 and Senate Bill 375) to better integrate transportation and land use for achieving greenhouse gas reductions. Since April 2013, Alameda CTC has undertaken a comprehensive review of Alameda County's CMP. The following table provides a summary of the technical review, evaluation, and findings within each CMP chapter and highlights the recommended changes adopted by the Commission for the 2011 CMP for inclusion in the 2013 update.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
2, Designated CMP Roadway Network	Reviewed the designated CMP roadway network for potential additions as required by legislation. No new roadways were proposed by the jurisdictions.	No change
3, Level of Service Standards	The State law recommended Highway Capacity Manual (HCM) defines methods for monitoring roadway and other transportation modes levels of service. In 2010, the HCM was updated to include alternative level of service monitoring. As directed by the Commission in the 2011	<ul style="list-style-type: none">• Continue to use speed-based HCM1985 for auto LOS monitoring for Tier 1 network. Apply both 2000 and 1985

	<p>CMP adoption, Alameda CTC assessed the use of the most recent HCM (HCM2010) compared to current use of HCM1985 to monitor LOS for auto and other modes.</p> <ul style="list-style-type: none"> Evaluation results for auto LOS showed that the HCM2010 methodology's shift from measuring speed to measuring density to assign auto LOS would result in the loss of Alameda CTC's ability to track network performance trends and conformity, particularly for the Tier 1 network that is subject to conformity. For Tier 2 arterials that are not subject to conformity, both the 1985 and 2000 HCMs can be applied in 2014 when the next LOS monitoring is performed. Evaluation results for alternative modes LOS showed that HCM2010 Multi Modal LOS (MMLOS) is not well-designed for annual monitoring application, as it is very data-intensive. 	<p>HCMs to Tier 2 network as appropriate and reevaluate expanded HCM use in the 2015 CMP update.</p> <ul style="list-style-type: none"> Use countywide modal studies to identify countywide facilities and metrics for monitoring alternative modes, and incorporate these in the 2015 CMP for future LOS monitoring efforts.
4, Multimodal Performance Element	Updated performance report to continue tracking the performance of the CMP network by mode and incorporate Plan Bay Area goals.	Identified the need for a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.
5, Travel Demand Management Element	Updated the 2013 CMP based on the Countywide Comprehensive Transportation Demand Management (TDM) Strategy adopted by the Commission in May 2013.	No change
6, Land Use Analysis Program	<p>Comprehensively reviewed and reorganized the Land Use Analysis Program to better document the various related efforts of the agency and incorporate Plan Bay Area goals.</p> <ul style="list-style-type: none"> Reviewed the application of HCM2010 to assess impact of auto and other modes. For auto impact analysis of the land use analysis program, using HCM2010 data to perform the impact analysis was found to be consistent with the current data requirements; therefore, use of HCM2010 is encouraged per regional direction, but flexibility to use HCM2000 is permitted where consistency is needed by local jurisdictions. Evaluation results for LOS monitoring of alternative modes impact analysis showed that HCM2010 MMLOS is suitable to identify multimodal trade-offs in mitigation 	<ul style="list-style-type: none"> Incorporate the Alameda County Priority Development Area Investment and Growth Strategy recommendations adopted by the Commission March 2013 Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local requirements as needed. Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis. Include recommendations for the types of impacts to be analyzed for alternative modes in Alameda CTC's standard response for environmental review. Develop a database of countywide land use approvals and track local

	<p>measures, and use of HCM2010 is encouraged.</p> <ul style="list-style-type: none"> Implemented development of land use database based on development approvals information from the local jurisdictions. Identified alternative trip generation methodologies to support infill development projects. Updated subarea model guidelines consistent with MTC's updated regional model consistency requirements. 	<p>jurisdiction Housing Element progress. This is a new requirement for local jurisdictions to submit information on development approvals that occurred in the prior fiscal year for developing a countywide land use approvals database, and provide a copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development, starting 2014. See recommended changes under Chapter 9, Program Conformance and Monitoring.</p> <ul style="list-style-type: none"> Incorporate identified alternative trip generation methodologies for use in Traffic Impact Analysis. Implement updated subarea model guidelines.
7, Database and Travel Demand Model	Included information that the countywide model is currently in the process of being updated.	No change
8, Capital Improvement Program	<ul style="list-style-type: none"> Updated the 2013 CMP to include new State Transportation Improvement Program (STIP) projects, other capital improvement projects planned to improve the CMP transportation network for the next seven years, and new funding sources. Identified the development of the Strategic Plan including a comprehensive Capital Improvement Program and Program Investment Plan (CIP/PIP). 	<ul style="list-style-type: none"> Incorporate 2014 STIP. Incorporate updated Capital Improvement Program projects for fiscal years 2013-2014 to 2019-2020). Develop CIP/PIP as next steps.
9, Program Conformance and Monitoring	Identified two new requirements through the Land Use Analysis Program to track land developments and to identify how well transportation investments are coordinated with the land use to support monitoring the implementation of SB375 in Alameda County	<p>Local jurisdictions will submit to Alameda CTC as part of the Annual Conformity Findings process:</p> <ul style="list-style-type: none"> Information on development approvals that occurred in the prior fiscal year, starting 2014; and A copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development.
10, Deficiency Plans	<ul style="list-style-type: none"> Updated deficiency plan guidelines to incorporate procedures for developing areawide deficiency plans to improve 	<ul style="list-style-type: none"> Follow updated deficiency plan guidelines for developing areawide deficiency plans when appropriate.

	performance of multimodal transportation infrastructure over a larger area when localized improvements are not practical or workable. <ul style="list-style-type: none"> Updated Conflict Resolution process for multijurisdictional deficiency plans. 	<ul style="list-style-type: none"> Follow updated conflict resolution process.
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In addition to the changes in the table, the updated draft 2013 CMP incorporates the 2012 Annual Performance Report as a new appendix.

Upon adoption of the 2013 CMP by the Commission, Alameda CTC will submit it to MTC by the November 11, 2013 deadline to meet the MTC CMP Conformity requirements and for inclusion of the proposed Alameda County 2014 STIP projects into the 2014 Regional Transportation Improvement Program for adoption into the STIP.

Fiscal Impact: There is no fiscal impact for this item.

Attachments

A: Draft 2013 Congestion Management Program – Executive Summary

Staff Contact

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

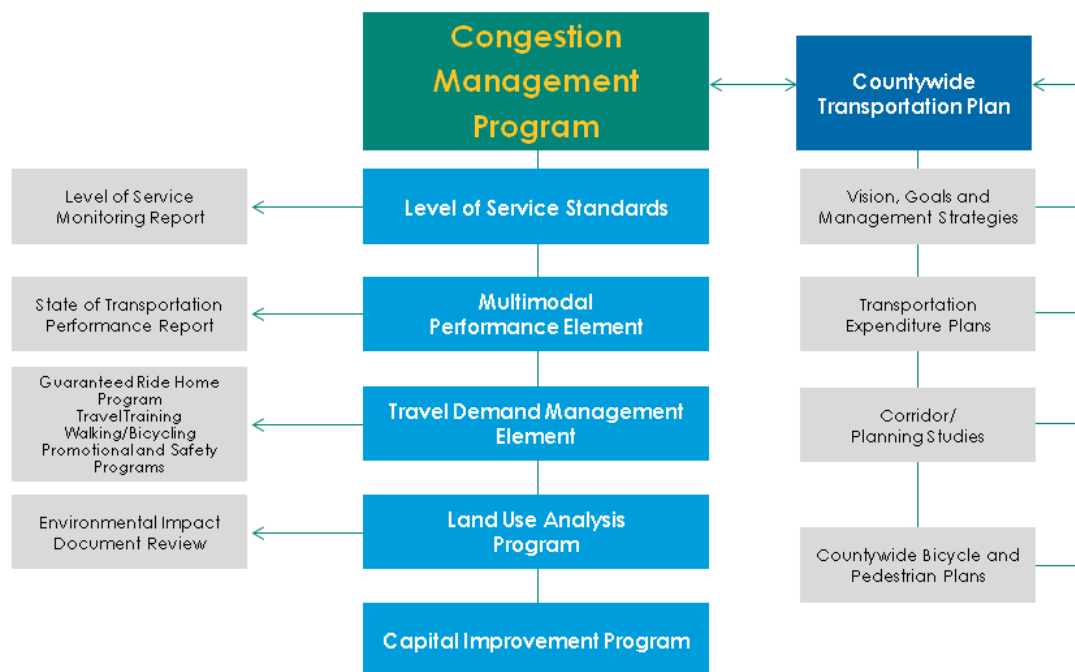
[Saravana Suthanthira](#), Senior Transportation Planner

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Executive Summary

California law requires urban areas to develop and biennially update a “congestion management program,” or CMP—a plan that describes the strategies to assess and monitor the performance of the County’s multi-modal transportation system, address congestion and improve the performance of a multi-modal system, and strengthen the integration of transportation and land use planning . In Alameda County, the Alameda County Transportation Commission (Alameda CTC) as the Congestion Management Agency (CMA) for the County prepares the CMP. Alameda CTC works cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP. The CMP for Alameda County incorporates various strategies and measures to improve congestion management on the Alameda County multi-modal transportation system. The CMP is required to incorporate five key elements: designated CMP roadway network, level of service monitoring, multimodal performance element, land use analysis program, and capital improvement program. The CMP also acts as a short-range plan to implement the long-range Countywide Transportation Plan.

Figure ES1—CMP and Five Main Elements



The CMP law places considerable authority with the CMAs for the CMP. Appendix A contains the full text of the pertinent sections of state law. For example, these agencies are required to oversee how local

governments meet the requirements of the CMP. The legislation also forges a new relationship between local governments and the California Department of Transportation (Caltrans) by requiring new highway projects in urban areas to be included in a CMP if they will be part of the State Transportation Improvement Program (STIP). This means that funding of highway projects is, in part, controlled by local government in the form of the CMAs. With this authority comes the responsibility to recognize federal and state funding limitations and to work with Caltrans and MTC to formulate cost-effective projects.

The CMP is designed to meet legal requirements and address the challenges in doing so. Furthermore, Alameda CTC has developed working relationships with all levels of government as well as the private sector and is prepared to demonstrate that local governmental agencies—working together—can solve regional transportation problems.

The 2013 CMP update incorporates several actions identified as next steps in the 2011 CMP and more closely aligns the CMP with the 2012 Countywide Transportation Plan (CWTP) and the 2013 Regional Transportation Plan and Sustainable Communities Strategy (Plan Bay Area), and other related efforts and legislative requirements (e.g., Assembly Bill 32 and Senate Bill 375) to better integrate transportation and land use for achieving greenhouse gas reductions. Outcomes of the update include a number of actions and recommendations by the Commission highlighted in the Table ES-1, which follows (see details in the relevant chapters of the report).

Table ES1—2013 CMP Update Actions/Recommendation and Policy Changes

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
2, Designated CMP Roadway Network	Reviewed the designated CMP roadway network for potential additions as required by legislation. No new roadways were proposed by the jurisdictions.	No change
3, Level of Service Standards	<p>Assessed use of the most recent Highway Capacity Manual (HCM2010) to monitor LOS for auto and other modes.</p> <ul style="list-style-type: none"> Evaluation results for auto LOS showed that the HCM2010 methodology's shift from measuring speed to measuring density to assign auto LOS would result in the loss of Alameda CTC's ability to track network performance trends and conformity, particularly for the Tier 1 network that is subject to conformity. For Tier 2 arterials not subject to conformity, both the 1985 and 2000 HCMs can be applied in 2014 when the next LOS monitoring is performed. Evaluation results for LOS monitoring of alternative modes showed that HCM2010 multimodal LOS (MMLoS) is not well-designed for annual monitoring application, as it is very data-intensive. 	<ul style="list-style-type: none"> Continue to use speed-based HCM1985 for auto LOS monitoring for Tier 1 network. Apply both 2000 and 1985 HCMs to Tier 2 network as appropriate and reevaluate expanded HCM use in the 2015 CMP update. Use countywide modal studies to identify countywide facilities and metrics for monitoring alternative modes, and incorporate these in the 2015 CMP for future LOS monitoring efforts.
4, Multimodal Performance Element	Updated performance report to continue tracking the performance of the CMP network by mode and incorporate Plan Bay Area goals.	Identified the need for a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.
5, Travel Demand Management Element	Updated the 2013 CMP based on the Countywide Comprehensive Transportation Demand Management (TDM) Strategy adopted by the Commission in May 2013.	No change
6, Land Use Analysis Program	<p>Comprehensively reviewed and reorganized the Land Use Analysis Program to better document the various related efforts of the agency and incorporate Plan Bay Area goals.</p> <ul style="list-style-type: none"> Reviewed the application of HCM2010 to assess impact of auto and 	<ul style="list-style-type: none"> Incorporate the Alameda County Priority Development Area Investment and Growth Strategy recommendations adopted by the Commission March 2013.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
	<p>other modes. For auto impact analysis in the land use analysis program, using HCM2010 data to perform the impact analysis was found to be consistent with the current data requirements; therefore, use of HCM2010 is encouraged per regional direction, but flexibility to use HCM2000 is permitted where consistency is needed by local jurisdictions. Evaluation results for LOS monitoring of alternative modes showed that HCM2010 MMLOS is suitable to identify multimodal trade-offs in mitigation measures, and use of HCM2010 is encouraged.</p> <ul style="list-style-type: none"> • Implemented development of land use database based on development approvals information from the local jurisdictions. • Identified alternative trip generation methodologies to support infill development projects. • Updated subarea model guidelines consistent with MTC's updated regional model consistency requirements. 	<ul style="list-style-type: none"> • Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local requirements as needed. • Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis. • Include recommendations for the types of impacts to be analyzed for alternative modes in Alameda CTC's standard response for environmental review. • Develop a database of countywide land use approvals and track local jurisdiction Housing Element progress. This is a new requirement for local jurisdictions to submit information on development approvals that occurred in the prior fiscal year for developing a countywide land use approvals database, and provide a copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development, starting 2014. See recommended changes under Chapter 9, Program Conformance and Monitoring. • Incorporate identified alternative trip generation methodologies for use in Traffic Impact Analysis. • Implement updated subarea model guidelines.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
7, Database and Travel Demand Model	Included information that the countywide model is currently in the process of being updated.	No change
8, Capital Improvement Program	<ul style="list-style-type: none"> Updated the 2013 CMP to include new State Transportation Improvement Program (STIP) projects, other capital improvement projects planned to improve the CMP transportation network for the next seven years, and new funding sources. Identified the development of the Strategic Plan including a comprehensive Capital Improvement Program and Program Investment Plan (CIP/PIP). 	<ul style="list-style-type: none"> Incorporate 2014 STIP. Incorporate updated Capital Improvement Program projects for FY2013-14 to 2019-20). Develop CIP/PIP as next steps.
9, Program Conformance and Monitoring	Identified two new requirements through the Land Use Analysis Program to track land developments and to identify how well transportation investments are coordinated with the land use to support monitoring the implementation of SB 375 in Alameda County.	<p>Local jurisdictions will submit to Alameda CTC as part of the Annual Conformity Findings process:</p> <ul style="list-style-type: none"> Information on development approvals that occurred in the prior fiscal year, starting 2014; and A copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development.
10, Deficiency Plans	<ul style="list-style-type: none"> Updated deficiency plan guidelines to incorporate procedures for developing areawide deficiency plans to improve performance of multimodal transportation infrastructure over a larger area when localized improvements are not practical or workable. Updated Conflict Resolution process for multijurisdictional 	<ul style="list-style-type: none"> Follow updated deficiency plan guidelines for developing areawide deficiency plans when appropriate. Follow updated conflict resolution process.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
	deficiency plans.	

Following the adoption of the 2013 CMP by Alameda CTC Commission, Alameda CTC will submit the CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's RTP and with the CMPs of the other counties in the Bay Area. If the Alameda County CMP is found to be consistent with the RTP, MTC will incorporate the projects listed in the CMP's Capital Improvement Program into MTC's Regional Transportation Improvement Program (RTIP).

THE TRANSPORTATION SYSTEM

Alameda CTC must define and identify components of the transportation system that is being monitored and improved. For the purposes of the CMP, two different systems are used: the designated CMP roadway network (Chapter 2, Designated CMP Roadway Network) and the broader Metropolitan Transportation System (MTS). The CMP roadway network is a subset of the MTS. Alameda CTC monitors performance in the CMP roadway network in relation to established level of service (LOS) standards. Alameda CTC also uses the MTS in the Land Use Analysis Program (Chapter 6).

Designated CMP Roadway Network

The designated CMP roadway network was developed in 1991 and includes state highways and principal arterials that meet all minimum criteria (carry 30,000 vehicles per day; have four or more lanes; be a major cross-town connector; and connect at both ends to another CMP route or major activity center). The system of roadways carries at least 70 percent of the vehicle miles traveled countywide and contains 232 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

Recognizing the need to expand the CMP network to reflect the changes in land use patterns over the years, in 2011, the Alameda CTC Commission adopted a two-tier approach for the CMP network in Alameda County. The first tier (Tier 1) is the existing CMP network, and the second tier (Tier 2) consists of roadways identified using a set of adopted criteria. This Tier 2 network forms a supplemental network monitored for informational purposes only and is not used in the conformity findings process. The identified Tier 2 network roadways have a total length of 92 miles. Details are included in Chapter 2, Designated CMP Roadway Network.

No new CMP roadways were proposed by the local jurisdictions during this 2013 update. For the 2015 CMP update, Alameda CTC will review the criteria for inclusion of roadways to the CMP network and will apply the updated criteria to identify potential new CMP routes in the 2017 CMP update.

MTS System

A regionally designated system, MTS includes the entire CMP network, as well as major arterials, transit services, rail, maritime ports, airports, and transfer hubs critical to the region's movement of people and freight. MTS roadways were originally developed in 1991 and updated in 2005 and include roadways

recognized as “regionally significant” and all interstate highways, state routes, and portions of the street and road system operated and maintained by local jurisdictions.

LOS MONITORING

State law requires that level of service (LOS) standards be established to monitor the CMP roadway network’s LOS as part of the CMP process. The legislation leaves the choice of LOS measurement methodology to the CMAs, but mandates that the LOS be measured by the most recent version of the Transportation Research Board’s Highway Capacity Manual (HCM) or a uniform methodology adopted by the CMA, in our case Alameda CTC, that is consistent with the HCM. LOS definitions describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS is represented by letter designations, ranging from A to F. LOS A represents the best operating conditions, and LOS F represents the worst.

The purpose of these standards is to provide a quantitative tool to analyze the effects of land use changes and to monitor congestion, which is a measure of system performance. Alameda CTC is required to determine how well local governments meet the standards in the CMP, including how well they meet LOS standards. The CMP legislation requires a standard of LOS E for all CMP Tier 1 roadways in Alameda County.

Alameda CTC uses LOS standards as defined in the 1985 Highway Capacity Manual (HCM1985), the nationally accepted guidelines published by the Transportation Research Board, and re-evaluated its applicability in 2005 for roadway LOS monitoring purposes and again in 2013 for roadway and alternative modes purposes. The review conducted in 2013 showed that using the 2000 and 2010 HCM versions for roadway LOS monitoring purposes would result in applying density-based rather than speed-based LOS methodology for freeways and changed speed classifications for arterials, which would hinder the ability to compare past performance trends important for determining conformity with the CMP. Based on this review, Alameda CTC will continue to use the speed-based LOS methodology in the HCM1985 to monitor freeways and existing roadway classifications for arterials for the Tier 1 roadway network, which is subject to the conformity process. For the Tier 2 network, since it has been only monitored for informational purposes since 2012 and is not comparable to any previous performance data, LOS will be reported using the methodologies in both the HCM1985 and HCM2000 in 2014 when the next LOS monitoring will be performed, and future use of appropriate HCM for Tier 2 purposes will be determined in the 2015 CMP update.

The evaluation of HCM2010 for the 2013 CMP update also reviewed its applicability for monitoring service level standards for alternative modes by using multi-modal level of service (MMLOS). It was found that using the 2010 HCM-based MMLOS is data and resource intensive and costly for large-scale applications such as monitoring countywide performance of the alternative modes; therefore, it is not well designed for annual LOS monitoring purposes. Alameda CTC will assess how to best include the performance measurement metrics for monitoring alternative modal performance in the 2015 CMP update, based on the outcomes of the following countywide modal plans—Goods Movement Plan, Multimodal Arterial Corridor Plan, and Transit Plan. A summary of the evaluation and comparison of

using 1985, 2000 and 2010 HCMs for LOS monitoring purposes, including a comparison of approaches adopted by various large CMAs in the Bay Area, is provided as an Appendix.

Alameda CTC conducts a LOS monitoring study every two years. The last study was conducted in spring 2012, and the next one will be in 2014. The 2013 CMP incorporates the results of 2012 LOS monitoring, and Alameda CTC is exploring use of commercially available travel time data for 2014 LOS monitoring.

At present, Alameda CTC is monitoring the designated CMP roadway network by contracting biennially with a consultant to collect speed data. Alameda CTC analyzes the data and prepares the results. If a local government or Caltrans assumes responsibility for monitoring roadways in the CMP network within its jurisdiction, it will be required to do the following: biennially monitor the LOS on the designated system and report to the Alameda CTC by June 15 of each year relative to conformance with the adopted standards (see Chapter 3, Level of Service Monitoring for more information).

MULTIMODAL PERFORMANCE ELEMENT

The CMP must contain performance measures that evaluate how highways and roads function, as well as the frequency, routing, and coordination of transit services. The performance measures should support mobility, air quality, land use, and economic objectives and be used in various components of the CMP. The legislation intends for the performance element to include multimodal performance measures, in addition to the required roadway and transit measures. However, only the roadway LOS standards will be used to trigger the need for a deficiency plan in Alameda County.

Combined with LOS standards, the multimodal performance element provides a basis for evaluating whether the transportation system is achieving the broad mobility and congestion management goals in the CMP. These include developing the Capital Improvement Program, analyzing land use impacts, and preparing deficiency plans to address problems. They help comprehensively evaluate the performance of the countywide multimodal transportation system and include the goals and performance measures adopted for the 2012 CWTP and *Plan Bay Area* (refer to Chapter 4, Multimodal Performance Element for a more comprehensive table listing the performance measures and related goals). The CMP performance measures appear in Table ES2 below.

Table ES2—Multimodal Performance Measures

CMP Performance Measures
Average Highway Speeds
CO ₂ Emissions*
Completion of Countywide Bicycle Plan
Completion of Countywide Pedestrian Plan*
Coordination of Transit Service
Duration of Traffic Congestion
Fine Particulate Emissions*
Low-income Households Near Activity Centers*
Low-income Households Near Transit*
Roadway Collisions*

CMP Performance Measures
Roadway Maintenance
Transit Availability
Transit Capital Needs and Shortfall
Transit Frequency
Transit Ridership
Transit Routing
Transit Vehicle Maintenance
Travel Time*
Trips by Alternative Modes*

*Denotes new or expanded existing performance measure resulting from integrating the measures from the 2012 CWTP. Extent of data collection for these measures depends on additional funds being available.

Using these measures, Alameda CTC prepares an annual Transportation System Performance Report, which local agencies and transit operators review prior to publication. To minimize cost, Alameda CTC relies on established data-collection processes and regularly published reports for data. A list of established data collection resources, by agency, follows in Table ES3.

Table ES3—Agency Data Collection Resources

Agency	Resources
Alameda CTC	<ul style="list-style-type: none"> • Roadway Speeds on CMP Roads, Except Freeways • Travel Times for Origin-Destination Pairs
Caltrans	<ul style="list-style-type: none"> • Accident Rates on State Freeways • Freeway Speed Runs and Duration of Freeway Congestion (when performed by Caltrans) • Highways in Need of Rehabilitation
Cities and County	<ul style="list-style-type: none"> • Countywide Bicycle Plan (Cities and County Public Works Department and Alameda CTC)
MTC	<ul style="list-style-type: none"> • Freeway Speed Runs and Duration of Freeway Congestion (when performed by MTC) • Pavement Management System Data for the MTS • Roadway Maintenance Needs
Transit Agencies	<ul style="list-style-type: none"> • Average Time Between Off-Loads (BART) • Frequency (number of lines operating at each frequency level) • Mean Time Between Service Delays (BART and ACE) • Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) • Service Coordination (number of transfer centers) • Service Schedules and On-Time Performance • Transit Capital Needs and Shortfall for High Priority (Score 16) Projects • Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop) • Transit Service Frequency During Peak Periods and Population at All Transit Stations in County

Local agencies are encouraged to provide data to MTC or to maintain their own database of maintenance needs on the MTS. However, there is no compliance requirement for local agencies or transit operators related to the multimodal performance element.

The 2012 Performance Report for Fiscal Year 2011-12 (attached as an Appendix) shows that in the past five years, 2012 marked the first time that the Alameda County economy added jobs, and reported increases in commuting and economic activity that are reflected in a number of transportation indicators. Average travel speeds declined by roughly 1 mph from 2010 to 2012 and weekday freeway congestion increased by nearly 20 percent between FY 10/11 and FY 11/12. Transit boardings increased in 2012, reversing several years of decline; rail and ferry in particular showed strong ridership growth from 2011 to 2012, increasing ridership by 10 and 19 percent. State of repair improved in 2012, but major system investment needs loom on the horizon: local road pavement condition improved and transit service interruptions declined in 2012, but many miles of roadway are at risk of rapid deterioration and transit operators have a number of aging assets requiring rehabilitation or replacement. Biking and walking both saw increases in fiscal year 2012, and several key countywide projects were completed. In addition, several local pedestrian and bicycle master plans were completed, and most jurisdictions have up to date local master plans to guide investment in active transportation modes.

The 2012 performance report also revealed interesting longer term trends around commuting patterns in Alameda County. Alameda County's commuting has become more regional over the last decade, as the percent of workers employed in Alameda County who also live in the county has declined. Roughly two thirds of workers who live or work in Alameda County cross county lines as part of their daily commute. At the same time, the use of alternative modes for commuting purposes has increased. Between 2000 and 2011, the share of workers carpooling declined by nearly 4 percent and the share driving alone by 1 percent, while the shares working from home, riding BART, and bicycling all increased.

Based on the review of Performance Report and performance measures used in various monitoring activities, Alameda CTC identified the need for a comprehensive review to streamline the reporting timeline and availability of data for various multimodal performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions. This will be done for the 2015 CMP update.

TRAVEL DEMAND MANAGEMENT ELEMENT

Transportation demand management (TDM) measures seek to reduce pressure on existing roadway and parking capacity by using various strategies that include incentives and disincentives to influence travel choice. They reduce peak-period vehicle trips and total vehicle miles traveled. Related benefits include reducing congestion and carbon emissions, improving public health, and increasing transportation choice. The most effective TDM programs include some form of financial incentive, either through pricing parking or subsidizing transit and other non-drive alone modes. TDM strategies tend to be cost-effective ways of meeting regional goals. By making the most efficient possible use of the available system capacity, they complement the region's investments in transit systems and other alternatives to driving.

The Commission adopted a Countywide Comprehensive TDM Strategy in May 2013 that provides an inventory of the broad range of TDM programs and activities present in Alameda County and recommends a strategy for better integrating, supporting, and building on these existing efforts, including implementation of the regional commute benefit program and the Guaranteed Ride Home Program. These programs are designed to reduce the need for new highway facilities over the long term and to make the most efficient use of existing facilities. The TDM element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming. Funding generally comes from the Transportation Fund for Clean Air (from motor vehicle registration fees) and from the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. Alameda County's TDM element represents a fiscally realistic program that effectively complements the overall CMP.

A balanced TDM element requires actions that local jurisdictions, Alameda CTC, BAAQMD, Caltrans, MTC, and local transit agencies undertake. As required by state law, the Alameda County TDM program promotes alternative transportation methods (carpools, vanpools, transit, bicycles, park-and-ride lots, etc.), promotes improvements in the jobs-housing balance and SMART Growth, considers parking cash-out programs (paying employees who do not use parking), and promotes other strategies such as flextime and telecommuting.

The county's approach to TDM includes the following major actions:

- **Regional actions:** BAAQMD, Caltrans, and MTC take actions to support TDM throughout the San Francisco Bay Area. Alameda County's efforts work within the context of these broader regional initiatives.
- **Countywide actions:** Alameda CTC takes actions to encourage, supplement, and support local governments in their TDM efforts, including allocating funds for multimodal transportation improvements, providing guidance and technical assistance to localities in developing their own TDM programs, and monitoring compliance with the **Required Program** in the CMP. Alameda CTC also manages certain key TDM programs, such as Guaranteed Ride Home, that work most effectively at the countywide level.
- **Local jurisdiction actions:** Local governments have primary responsibility for implementing TDM programs and encouraging and incentivizing TDM by private organizations. The CMP requires local governments to undertake certain TDM actions, known as the **Required Program**. The CMP also encourages local governments to undertake TDM efforts above and beyond these requirements.
- **Private TDM actions:** Private employers, developers, homeowner associations, and nonprofit organizations can undertake TDM measures on a voluntary basis or as required by a city. Alameda CTC provides resources to support these actions, including guidance on best practices and other technical resources.

Chapter 5, Travel Demand Management Element includes a variety of tools available to local governments for facilitating TDM. To be found in conformance with this element of the CMP, local jurisdictions must adopt and implement the **Required Program** by September 1 of each year.

LAND USE ANALYSIS PROGRAM

The CMP incorporates a program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems (MTS), including estimating costs associated with mitigating those impacts. The intent of this legislatively required component of the CMP is to:

- Coordinate local land use and regional transportation facility decisions;
- Assess the impacts of development in one community on another community; and
- Promote information sharing between local governments when the decisions made by one jurisdiction will impact another.

While the Alameda CTC's land use analysis program was initially developed as a program to meet the CMP legislative mandate, the growing focus at all levels of governments on improved coordination between land use and transportation planning has resulted in the program's evolution. In this context, the Alameda CTC's Land Use Analysis Program (Chapter 6) currently includes:

- Legislatively required review of:
 - Land use actions of local jurisdictions by Alameda CTC to ensure that impacts on the regional transportation system are disclosed and mitigation measures identified; and
 - Long-range land use projections by local jurisdictions for use in the countywide model database.
- Planning initiatives and programs that foster transportation and land use connections; and
- Strategic monitoring of transportation-land use coordination performance measures.

Although land use remains the purview of local governments, Alameda CTC can apply sanctions if local agencies do not conform to the requirements of the CMP. Local jurisdictions have the following responsibilities under the Alameda CTC Land Use Analysis Program element of the CMP:

- Throughout the year:
 - Forward to the Alameda CTC all Notices of Preparation, Draft and Final Environmental Impact Reports and Environmental Impact Statements, and final dispositions of General Plan Amendment and development requests.
 - Analyze large development projects according to the adopted guidelines, including the use of the Alameda Countywide Travel Demand Model or an approved subarea model and disclosure of impacts to the MTS, if the Alameda CTC determines the project exceeds the threshold for which CMP review is required.
 - Work with Alameda CTC on the mitigation of development impacts on the regional transportation system.
- By October 1 of each year as part of the annual conformity process:

- Demonstrate to Alameda CTC that the Land Use Analysis Program is being carried out.
- Provide the Alameda CTC with 1) a list of land use development projects approved during the previous fiscal year; and 2) a copy of the most recent Housing Element Annual Progress Report submitted to the state Department of Housing and Community Development. These items are new and to be used to develop a database of land use approvals for enhanced monitoring of transportation-land use coordination and planning.
- During travel model updates:
 - Provide an update (prepared by the jurisdiction's planning department) of the anticipated land use changes likely to occur using the most recent Association of Bay Area Government (ABAG) forecast for a near-term and long-term horizon year. This land use information should be provided in a format that is compatible with the countywide travel model.

The 2013 CMP update includes expanded discussion of the Alameda CTC's activities to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing vehicle miles traveled. The following enhancements are made to the Land Use Analysis Program to meet these objectives:

- Incorporate the recommendations of the Alameda County Priority Development Investment and Growth Strategy as required by MTC and adopted by the Commission in March 2013;
- Modify the agency's guidelines for environmental review consistent with action items identified in the 2011 CMP.
 - HCM 2010: Alameda CTC performed an assessment of the HCM2010 including its MMLOS methodologies for use in the Land Use Analysis Program similar to the evaluation effort for the LOS Monitoring element. Based on this assessment, the following changes are made:
 - Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local requirements as needed.
 - Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis.
 - Expand and clarify language as to the types of impacts to transit, bicyclists, and pedestrians that project sponsors should consider.
 - In-fill development trip generation: Alameda CTC performed an assessment of alternative project trip generation methodologies that more accurately account for the nature of trip generation in areas such as PDAs or infill sites; based on this assessment, Alameda CTC proposes three alternative methods for project sponsors to use for CMP land use analysis:

- EPA's Mixed Use Development (MXD) model
- Caltrans/UC Davis Smart Growth Trip Generation rates
- MTC's Station Area Residents Study (STARS) mode share adjustment method

Establish a development approvals database that will be populated using information provided by local jurisdictions as part of the annual conformity process starting in 2014.

Many action items identified in the 2011 CMP update for a further enhanced land use analysis program are still valid and continue to be carried forward, so that based on the resource availability and coordination with other efforts of Alameda CTC, they can be implemented.

DATABASE AND TRAVEL DEMAND MODEL

Alameda CTC has developed a uniform land use database for use in the countywide travel model. The database and travel demand model bring to the congestion management decision-making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and TDM programs, as well as projects that improve congestion on the CMP network. The model is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The most recent update to the model was completed in May 2011. It incorporates land use assumptions based on ABAG's *Projections 2009*. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, Alameda CTC produced projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities, and for the four planning areas.

Table ES4—Alameda County Planning Areas

Planning Area	Cities
North Planning Area	Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
Central Planning Area	Hayward, San Leandro, and the unincorporated areas of Castro Valley, Ashland and San Lorenzo
South Planning Area	Fremont, Newark, and Union City
East Planning Area	Dublin, Livermore, Pleasanton, and the unincorporated areas of East County

The countywide model is being updated to include the recently adopted SCS and RTP, the *Plan Bay Area*. The updated model will also incorporate 2010 US Census data along with updates to the model base year from 2000 to 2010, to correspond with the 2010 US Census and to change the long-term forecast year from 2035 to 2040, along with updates to other related features of the model (see Chapter 7, Database and Travel Demand Model for details). In spring 2014, the updated Alameda Countywide Travel Demand Model is expected to be available for use.

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) reflects Alameda CTC's efforts to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program.

Per federal requirements, Alameda CTC considers various multimodal methods to improve the existing system, such as traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. Projects selected for the CIP also are consistent with the assumptions, goals, policies, actions, and projects identified in the *Plan Bay Area*, MTC's basic statement of Bay Area transportation policy.

The 2013 CIP covers fiscal year 2013-2014 to 2019-2020 and is comprised of:

- Major capital projects and rehabilitation projects programmed in the 2014 STIP and Moving Ahead for Progress in the 21st Century (MAP-21); and
- Other major highway, transit, bicycle and pedestrian, and local projects intended to maintain or improve the performance of the CMP network.

The CIP projects link to the vision and projects presented in the 2012 Countywide Transportation Plan, either as a specific capital project or from funding set aside to cover categories of projects. Project types include maintaining and rehabilitating local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

By July 31st of each odd-numbered year, to be in conformance with the CMP, local jurisdictions and project sponsors must submit to Alameda CTC a list of projects intended to maintain or improve the LOS on the CMP network and to meet transit performance standards.

In 2013, Alameda CTC initiated a new process for an enhanced Strategic Plan/CMP that will include a Capital Improvement Program/Programs Investment Plan (CIP/PIP) and Allocation Plan. To meet legislative requirements and help maintain and improve the performance of the multimodal transportation system, the CIP/PIP will be incorporated in to the 2015 CMP update. The new comprehensive CIP/PIP is anticipated to be adopted in 2014.

PROGRAM CONFORMANCE AND MONITORING

Alameda CTC is responsible for ensuring local government conformance with the CMP and annually monitors the implementation of four elements: LOS standards on CMP network, travel demand management including implementation of the Required Program, land use analysis program, and capital improvement program. Alameda CTC ensures local agencies are in conformance with CMP requirements for these elements.

To assist local jurisdictions, Alameda CTC provides LOS standards resources (Chapter 3, Level of Service Standards); travel demand management resources and countywide programs to facilitate

implementation of the Required Program (Chapter 5, Travel Demand Management Element); and a database and Countywide Travel Demand Model (Chapter 7, Database and Travel Demand Model). Alameda CTC has also developed a Land Use Analysis Program for implementation by local agencies. This program analyzes the impacts and determines mitigation costs of land use decisions on the regional transportation system (see Chapter 6, Land Use Analysis Program). Local jurisdictions remain responsible for approving, disallowing, or altering projects and land use decisions. The program must be able to determine land development impacts on the MTS and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

In addition, Alameda CTC is required to prepare and biennially update a CIP (see Chapter 8, Capital Improvement Program) aimed at maintaining or improving transportation service levels. Each city, the county, transit operators, and Caltrans provide input to these biennial updates.

As part of Alameda CTC's annual monitoring, if it finds a local jurisdiction in non-conformance with the CMP, it will notify the local jurisdiction, which then has 90 days to remedy the area(s) of non-conformance. If the local jurisdiction fails to provide a remedy within the stipulated time, it may lose local, state, and/or federal funding (see Chapter 9, Program Conformance and Monitoring for more information).

DEFICIENCY PLANS

CMP legislation requires preparation of deficiency plans when a CMP roadway segment does not meet the adopted level of service standard, which is LOS E for Alameda County CMP roadways. Local jurisdictions must develop a deficiency plan to achieve the adopted LOS standards at the deficient segment or intersection, or to improve the LOS and contribute to significant air-quality improvements. The two types of deficiency plans include Localized Deficiency Plans and Areawide Deficiency Plans, which address transportation impacts to more than one CMP roadway and including alternative modes in a large geographic area. To provide support to local jurisdictions in terms of meeting any potential deficiency plan requirements, Alameda CTC updated the deficiency plan guidelines to include more details and procedures for developing Areawide Deficiency Plans (included as an Appendix) as part of the 2013 CMP update.

Responsibilities for Deficiency Plans

Local governments are responsible for preparing and adopting deficiency plans; however, they need to consult with Alameda CTC, BAAQMD, Caltrans, and local transit providers regarding the deficient roadway segment, and coordinate with more than one jurisdiction to develop multijurisdictional Deficiency Plans. Local public-interest groups and members of the private sector may also have an interest in developing deficiency plans.

During the process of developing a deficiency plan, a local agency needs to consider whether it is possible to make physical improvements to the deficient segment or if an areawide deficiency plan needs to be prepared. In developing the deficiency plan, the local agency must consider and describe both local and system alternatives. Local governments and Alameda CTC must consider the impact of the proposed deficiency plan on the CMP system. The local agency must also provide an action plan to implement the chosen alternative. The selection of either alternative is subject to approval by Alameda CTC, which must find the action plan in the interest of the public's health, safety, and welfare. In 2011, Alameda CTC has adopted a policy to consider providing funding priority to projects that would improve the performance of deficient segments. The procedure for assigning priority for those projects will be defined in the CIP/PIP, which is anticipated to be adopted in 2014.

CONCLUSIONS AND FUTURE CONSIDERATIONS

The CMP has several interrelated elements intended to foster better coordination among decisions about land development, transportation, and air quality. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent (Chapter 11 Conclusions and Future Considerations). Specifically, the CMP:

- Contributes to maintaining or improving multimodal transportation service levels;
- Conforms to MTC's criteria for consistency with the *Plan Bay Area*;
- Provides a travel model with specifications and output consistent with MTC's regional model;
- Is consistent with BAAQMD's Clean Air Plan Transportation Control Measures;
- Specifies a method for estimating roadway LOS that is consistent with state law and expanding options to assess LOS for alternative modes;
- Identifies candidate projects for the STIP and federal Transportation Improvement Program;
- Has been developed in cooperation with the cities, the County of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans, and other interested parties;
- Provides a forward-looking approach to deal with the transportation impacts of local land use decisions; and
- Considers the benefit of greenhouse gas reductions in developing the CIP.

During the development and update of the 2013 CMP for Alameda County, several long-standing issues have been uncovered that will continue to need further action by the Alameda CTC.

- Lack of funding to support the CMP, including adequate capital resources and Alameda CTC/local government funding;
- Limited ability of Alameda CTC to influence transportation investments when most transportation funding programs are beyond the purview of the CMP legislation;
- The need to identify the responsible agency for monitoring and maintenance of LOS on the state highway system; and
- Scope of the CMP network and lack of incentive to local jurisdictions to add new roadways.

The 2013 CMP update made recommendations as next steps in addressing issues related to addressing new and existing legislative requirements, monitoring standards and other efforts related to congestion management, and better integrating transportation and land use. The following highlights key areas identified for follow-up:

- Based on the California Environmental Quality Act reform efforts and recently enacted Senate Bill 743, in collaboration with the local jurisdiction and regional agencies, comprehensively evaluate and identify efforts and next steps for Alameda CTC to actively participate in the process of developing new standards of significance for transportation impacts and in supporting local jurisdictions in implementing the new standards.
- Continue efforts to improve land use and transportation connections in Alameda County including addressing issues related to parking standards and policies to reduce green house gas emissions and implementing the Alameda County Priority Development Area Investment and Growth Strategy.
- Coordinate the outcome of the countywide modal plans to identify facilities to monitor and metrics to follow for monitoring performance of countywide alternative modes along with auto monitoring.
- Perform a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.
- Develop a land use development database to track land development approvals from local jurisdictions for use in various planning efforts and to analyze how and whether the land development and transportation investments are coordinated.
- Develop a comprehensive Strategic Plan that includes a performance-based Capital Improvement Program/Program Investment Plan (CIP/PIP) to better inform the programming process.

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Congestion Management Program: Final 2013 Annual Conformity Requirements

RECOMMENDATION: Approve the finding that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements and approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connection, SR 185 northbound between 46th and 42nd Avenues, and Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard

Summary

Local jurisdictions are required to comply with the CMP as follows:

1. (a) For Tier 1 Land Use Analysis: submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) For Tier 2 Land Use Forecasts: review ABAG Projections by traffic analysis zones;
2. Complete the Traffic Demand Management (TDM) Site Design Checklist;
3. Pay annual fees; and
4. Provide Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

All of the jurisdictions that are required to provide a Deficiency Plan status report have done so; however the City of Berkeley's concurrence letter is still in progress. In addition, all jurisdictions have complied with the remaining three conformity requirements except for the cities of Fremont and Berkeley. Staff has been working with both jurisdictions and anticipates that the requirements will be met by the October 25, 2013 Commission meeting. Updates on the compliance status will be provided at the ACTAC meeting.

Discussion

Letters were sent to the jurisdictions requesting their confirmation of submissions related to the Tier 1 Land Use Analysis Program, updated TDM Site Design Checklists, and Deficiency Plan status reports from the responsible jurisdictions by September 6, 2013. Responses were received from all of the jurisdictions except Fremont and Berkeley. Attachment A shows the jurisdictions that have completed the annual requirements for CMP conformance.

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2013 is not required. However, there are three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

1. SR 260 Posey Tube eastbound to I-880 northbound freeway connection
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda; Berkeley concurrence is in progress
Status report and letters of concurrence: Received and progress is satisfactory.
2. SR 185 northbound freeway connection between 46th and 42nd Avenues
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda; Berkeley concurrence is in progress
Status report and letters of concurrence: Received and progress is satisfactory.
3. Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard
Lead Jurisdiction: City of Fremont
Participating Jurisdictions: City of Newark
Status report and letter of concurrence: Received and the progress is satisfactory.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. 2013 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Staff Contact

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

[Kara Vuicich](#), Senior Transportation Planner

2013 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 12/13	Deficiency Plan Progress Reports and Concurrence	
Jurisdiction							
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes		Yes		Yes	In Progress	
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes		Yes	Yes		Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Authorization for Alameda CTC Executive Director to Negotiate and Execute a Professional Services Contract for the Goods Movement Collaborative and Plan

RECOMMENDATION: Authorize Executive Director to negotiate and execute a contract for Development of a Countywide Goods Movement Collaborative and Plan

Summary

On July 1, 2013, the Alameda CTC released a Request for Proposals (RFP) for Development of a Countywide Goods Movement Collaborative and Plan. Two teams representing twelve firms submitted proposals, and a selection panel comprised of staff from local jurisdictions and relevant partner agencies evaluated the proposals and participated in an interview process. Staff is seeking authorization for the Executive Director to execute a contract with the top ranked firm to develop a goods movement plan and collaborative.

Background

The Alameda CTC is developing a Countywide Goods Movement Collaborative and Plan which will (1) create an organized structure for identifying, planning, and advocating for goods movement projects and programs in Alameda County and the region and (2) create the opportunity for development of a long range vision and documentation of the benefits goods movement brings to Alameda County's competitiveness on a global, national, statewide, and regional level.

On June 27, 2013, the Alameda CTC approved the issuance of a Request for Proposals (RFP) for Development of an Alameda Countywide Goods Movement Collaborative and Plan. Staff released an RFP on July 1, 2013. The RFP required that proposing firms demonstrate an understanding of the required scope of work, expertise and approach, management plan, staffing plan and availability, and a cost proposal. An optional pre-proposal meeting was held on July 24, 2013, which a total of fifteen (15) firms attended. Proposals were due on August 15, 2013. Two teams representing twelve (12) firms submitted proposals.

The evaluation committee was comprised of staff from the Alameda CTC and representatives from Caltrans, MTC, the Port of Oakland, Contra Costa Transportation

Authority, Solano Transportation Authority, City of Oakland, City of Hayward, City of Fremont, and City of Livermore. The evaluation committee reviewed and scored the proposals and held interviews on September 16, 2013.

The evaluation committee selected Cambridge Systematics, Inc., a local firm with offices in Oakland, California, as the top ranked team based upon their demonstrated deep understanding of the scope of work, their approach, and their management and staffing plan to effectively support this critical planning effort. Staff is seeking approval for the Executive Director, or his designee, to enter into an agreement with the top ranked firm for an amount not to exceed \$1.4 million. Staff's recommendation to the Commission is based on the conclusions of the evaluation committee.

Staff will provide an update on Goods Movement activities at the local, regional, state and federal levels in November.

Fiscal Impact:

The fiscal impact for approving this item is for a not to exceed amount of \$1.4 million over three years (FY 13/14 through FY 15/16), \$400,000 of which was included in the FY 13/14 budget and the remaining of which will be included future budget updates.

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Sustainable Communities Technical Assistance Program (SCTAP) List of Applications Received

RECOMMENDATION: Receive an update on applications received for the Sustainable Communities Technical Assistance Program (SCTAP)

Summary

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

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA (see Attachment A). Alameda CTC staff as well as two additional staff members from MTC and ABAG are reviewing applications. Staff will bring a list of projects recommended for funding to the Committees and Commission in January 2014. Alameda CTC will then work with the chosen project sponsors to select consultants from the qualified list using an RFP process.

Background

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SCTAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants has been finalized. Staff is currently working to finalize authorization from Caltrans for expenditure of the federal funds that will be used for the program.

Alameda CTC has allocated up to \$500,000 of Measure B TCD funds which will be combined with \$296,700 of TCD Program funds already programmed to the previous TOD-TAP to provide a match for the \$3.905 million of OBAG PDA Planning and Implementation funds. In addition, \$50,000 of Measure B Bicycle and Pedestrian Safety discretionary funds is budgeted for the SCTAP in FY 2012-13. Accounting for existing project commitments, staff costs associated with managing the SCTAP, and other potential PDA Planning and Implementation activities, it is

estimated that approximately \$4 million will be available for this initial round of SCTAP projects.

Fiscal Impact

There is no fiscal impact at this time.

Attachments

- A. SCTAP 2013 Call for Projects List of Applications Received

Staff Contacts

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

[Kara Vuicich](#), Senior Transportation Planner

Attachment A: SCTAP 2013 Call for Projects List of Applications Received

Abbreviations: PDA = Priority Development Area; CS = Complete Streets; BP = Bicycle/Pedestrian

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
1	AC Transit	PDA	Major Corridors Study	Study to improve transit on nine corridors that serve and/or link PDAs.	\$236,000	\$750,000	\$514,000
2	AC Transit	CS	Update of Designing with Transit	Comprehensive revision of current Designing with PDAs and complete streets.	\$100,000	\$100,000	\$ -
3	Alameda (City)	PDA/CS	Clement Ave Complete St Corridor	Preliminary engineering for developing a bikeway along Clement Ave that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.	\$400,000	\$400,000	\$ -
4	Albany	PDA	Citywide Parking Study and Plan	The parking study would examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.	\$49,000	\$49,000	\$ -
5	Albany	PDA	Solano Ave Concept Design for Complete Streets	Develop a concept design to better address the needs of pedestrians, cyclists, transit, and autos on Albany's primary commercial corridor.	\$55,600	\$55,600	\$ -
6	Albany	PDA/BP	Kains St and Adams St Bicycle Facility Study*	Evaluate the type of bicycle facilities suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave.	\$32,800	\$32,800	\$ -
7	Emeryville	PDA/CS	Horton St Bicycle and Complete St Design Project	Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Amtrak station covering the area from Powell Street to 62nd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration.	\$36,800	\$36,800	\$ -

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
8	Hayward	PDA	Hayward Downtown Specific Plan	Development of a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.	\$750,000	\$919,000	\$169,000
9	Hayward	PDA/CS	C St Complete Streets Improvements Project Design	Apply complete streets criteria to C St between Grand and Filbert, connecting the Downtown PDA with the Cannery PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.	\$265,000	\$265,000	\$ -
10	Hayward	PDA/CS	Main St Complete Streets Improvements Project Design	Apply complete streets design to Main St between A and C Sts in the Downtown PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.	\$280,000	\$280,000	\$ -
11	Hayward	CS	Complete Streets Implementation Procedures	Develop clear guidance and procedures for implementing complete streets policies in the planning and design phases of projects.	\$100,000	\$100,000	\$ -
12	LAVTA. Cities of Pleasanton, Dublin and Livermore	PDA	Tri-Valley Multi-Modal Access and PDA Connectivity Study	<p>The study provides a set of data and analysis that will allow local planners to design and build capital and operational projects. These projects, and the transportation system that will result from them, will implement improved service, infrastructure, safety, reliability and connectivity for all users of all modes. By working together from the initial data gathering stage of the planning process, the project sponsors hope to minimize redundant, duplicative and conflicting project goals and expenses, and provide more economical and streamlined transportation services for the Tri-Valley. Includes the following sub-projects:</p> <ol style="list-style-type: none"> 1) Tri-Valley Smart Parking Technology Study 2) Iron Horse Connectivity to BART Feasibility Study 3) Pleasanton Park & Ride Study 4) Livermore Downtown PDA Parking Management Program 5) LAVTA Onboard O-D, Modeling and Benchmarking Study 6) I-680 O-D Study 	\$1,385,000	\$1,684,200	\$299,200

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Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
13	Piedmont	CS	Complete Streets Policy Implementation	Develop revised street standards and policy implementation tools and processes.	\$46,300	\$46,300	\$ -
14	Pleasanton	BP	Feasibility Study for Pedestrian and Bicycle Bridges	Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bike/ped bridges.	\$25,000	\$50,000	\$25,000
15	San Leandro	CS	Complete Streets: Administrative Code and Design Guidelines Implementation Project	Develop needed procedural documents and facilitate implementation and staff training necessary for a successful complete streets program.	\$90,000	\$90,000	\$ -
16	San Leandro	PDA	San Leandro Downtown Parking Management Plan	Develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.	\$145,000	\$175,000	\$30,000
17	Oakland	PDA/BP	Bikeway Network 2.0	Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design.	\$500,975	\$500,975	\$ -
18	Oakland	PDA	CEQA Streamlining for PDA and Infill Development	The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs)	\$375,000	\$375,000	\$ -

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
19	Oakland	PDA	Downtown Oakland PDA Parking Plan	This project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage "park-once" behavior, and incent walking, biking, and transit use in truly multimodal system for getting to and around downtown Oakland.	\$300,000	\$300,000	\$ -
20	Oakland	PDA	RFP for a Transportation Impact Fee Program and a Complete Streets Capital Projects List or Plan	The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program.	\$124,250	\$124,250	\$ -
21	Oakland	PDA	Equitable Transportation Infrastructure Investment Tool	The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland.	\$229,250	\$229,250	\$ -
22	Oakland	PDA	Downtown Oakland Circulation Study and CEQA Document	The project seeks to evaluate the feasibility of converting one-way streets in downtown Oakland to two-way operation. Previous circulation studies, including the Revive Chinatown Community Transportation Plan (2002) and the Chinatown One-Way Street Conversion Study (2009) have recommended that many of the one-way streets in the Chinatown area of Downtown Oakland be considered for conversion to two-way streets. This study, on the other hand, will examine nearly all of the downtown street system.	\$400,000	\$400,000	\$ -
Total Requested					\$5,925,975	\$6,963,175	\$1,037,200

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