

Attention!!!

Please note that the May 23, 2011 PAPCO meeting will be from 1 to 3:30 p.m. at 1333 Broadway, Suite 300. Please plan your transportation accordingly. The agenda packet is enclosed.

If you have any additional questions, please contact Naomi at (510) 208-7469.

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Paratransit Advisory and Planning Committee Meeting Agenda

Monday, May 23, 2011, 1 to 3:30 p.m.

Meeting Outcomes:

- Make a recommendation to the Commission on the Base Program and Minimum Service Level (MSL) funding
- Establish membership on Bylaws Subcommittee
- Receive a report on stabilization funding
- Receive a report from East Bay Paratransit
- Receive Gap Grant reports from two volunteer driver programs
- Receive a staff update on the 2011 Annual Mobility Workshop
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan

1:00 – 1:12 p.m. **1. Welcome and Introductions**

Sylvia Stadmire

1:12 – 1:15 p.m. **2. Public Comment**

Public

1:15 – 1:20 p.m. **3. Approval of April 25, 2011 Minutes**

Sylvia Stadmire

[03 PAPCO Meeting Minutes 042511.pdf](#) – Page 1

[03A Joint Meeting Minutes 042511.pdf](#) – Page 19

1:20 – 1:40 p.m. **4. Base Program and MSL Funding Recommendation**

Staff

On April 29 and May 2, the PAPCO Program Plan Review subcommittees reviewed Annual Program submittals and made funding recommendations on all. PAPCO will review the subcommittee recommendations and forward a recommendation to the Commission.

[04 Program Plan Review Recommendation Summary.pdf](#) – Page 25

I

A

A

- 1:40 – 1:50 p.m. **5. Establishment of Bylaws Subcommittee Membership** |
 Staff *A subcommittee will convene to review the PAPCO Bylaws and will forward a recommendation in June to the Commission for any amendments to the PAPCO Bylaws. The subcommittee will meet on June 1st.*
[05 PAPCO Bylaws Subcommittee Information.pdf](#) – Page 27
- 1:50 – 1:55 p.m. **6. Stabilization Funding Report** |
 PAPCO *PAPCO members will receive a final update on stabilization.*
[06 Stabilization Information Memo.pdf](#) – Page 29
- 1:55 – 2:10 p.m. **7. Report from East Bay Paratransit** |
 EBP *East Bay Paratransit staff will provide PAPCO with the Broker’s Report.*
- 2:10 – 2:40 p.m. **8. Gap Grant Reports –Varied Volunteer Programs** |
 Grant Recipients *PAPCO will receive Gap Grant reports on the VIP Rides Program and the Senior Transportation Program of the Tri-Valley.*
- 2:40 – 2:50 p.m. **9. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation** |
 PAPCO
[09 PAPCO Calendar of Events.pdf](#) – Page 33
[09A PAPCO Workplan.pdf](#) – Page 35
[09B PAPCO Vacancies.pdf](#) – Page 39
- 2:50 – 3:00 p.m. **10. Committee Reports** |
 Sharon Powers and Harriette Saunders *A. East Bay Paratransit Service Review Advisory Committee (SRAC)
 B. Citizens Watchdog Committee (CWC)*
- 3:00 – 3:30 p.m. **11. Staff Updates** |
 Staff *A. Mobility Management
[11A Functions of a One Call One Click Transportation Service.pdf](#)– Page 41
 B. 2011 Annual Mobility Workshop Update*

- C. Countywide Transportation Plan Transportation Expenditure Plan Update
[11C RTP CWTP-TEP Projects&Programs List.pdf](#) – **Page 43**
[11C1 RTP CWTP-TEP Projects&Programs Presentation.pdf](#) – **Page 97**
[11C2 CWTP-TEP-SCS Devel Impl Schedule.pdf](#) – **Page 111**
- D. Outreach Update
- E. Other Staff Updates

12.Mandated Program and Policy Reports

I

[12 Transit Correspondence.pdf](#) – **Page 115**

13.Draft Agenda Items for June 27, 2011 PAPCO

- A. Approve Bylaws
- B. Elect Officers for FY 11-12 (Chair, Vice-Chair, SRAC, CWC)
- C. Provide Input on the Pedestrian Plan “Priority Programs” Chapter
- D. Coordination Mobility Management Program Update
- E. Gap Grant Reports – Travel Training; Shuttles
- F. Annual Mobility Workshop Update
- G. Countywide Transportation Plan and Transportation Expenditure Plan Update
- H. TAC Report

3:30 p.m.

14.Adjournment

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: June 27, 2011

Time: 1 to 3:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Tess Lengyel, Deputy Director of
Policy, Public Affairs and Legislation
(510) 208-7428
tlengyel@alamedactc.org

Naomi Armenta, Paratransit Coordinator
(510) 208-7469
narmenta@alamedactc.org

Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



Paratransit Advisory and Planning Committee Meeting Minutes Monday, April 25, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u> P </u> Sylvia Stadmire, Chair	<u> P </u> Sandra Johnson Simon	<u> P </u> Clara Sample <u> P </u> Harriette Saunders
<u> P </u> Carolyn Orr, Vice-Chair	<u> P </u> Jane Lewis <u> A </u> Jonah Markowitz	<u> P </u> Will Scott
<u> P </u> Aydan Aysoy	<u> P </u> Betty Mulholland	<u> P </u> Maryanne Tracy- Baker
<u> P </u> Larry Bunn	<u> P </u> Sharon Powers	<u> P </u> Esther Waltz
<u> A </u> Herb Clayton	<u> P </u> Vanessa Proee	<u> A </u> Renee Wittmeier
<u> P </u> Shawn Costello	<u> P </u> Carmen Rivera- Hendrickson	<u> P </u> Hale Zukas
<u> P </u> Herb Hastings		
<u> A </u> Joyce Jacobson	<u> P </u> Michelle Rousey	

Staff:

<u> P </u> Tess Lengyel, Manager of Public Relations	<u> P </u> Angie Ayers, Acumen Building Enterprise, Inc.
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> P </u> Krystle Pasco, Paratransit Coordination Team

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: *Laura Corona, Regional Center of the East Bay; Jennifer Cullen, Senior Support Services; Anne Culver, City of Hayward; Shawn Fong, City of Fremont; Kim Huffman, AC Transit; Kevin Laven, City of Emeryville; Hakeim McGee, City of Oakland; Gail Payne, City of Alameda; Leslie Simon, Center for Independent Living; Jeff Weiss, Bay Area Community Services*

2. Public Comments

There were no public comments.

3. Approval of March 28, 2011 Minutes

The members suggested correcting the minutes as follows:

- *On page 2 under public comments change Pam Deaton to Jennifer Cullen with Senior Support Services. The article was about the volunteer driver program.*
- *At the bottom of page 2 show that the motion passed 18-0 instead of 19-0.*
- *On page 3, show Michelle Rousey and Betty Mulholland signed up for April 29 and May 2 Program Plan Review meetings.*

Maryanne Tracy Baker moved that PAPCO approve the minutes with the above corrections. Esther Waltz seconded the motion. The motion passed 17-0 with two abstentions, Betty Mulholland and Aydan Aysoy.

4. Update on Gap Funding

Naomi Armenta informed the committee that the recommendations that PAPCO approved went to the Alameda CTC Programs and Projects Committee (PPC). The PPC committee approved the recommendations, which will go to the full Commission on Thursday, April 28, 2011.

5. Evaluation of Fiscal Year 2010-2011

Tess Lengyel gave an overview and background of the Nelson/Nygaard contract and team of consultants. She stated that each year, Alameda CTC comes to PAPCO and ask for feedback on the coordination team. Tess mentioned that this is an opportunity to evaluate this team. Annually, PAPCO makes a recommendation to the Commission in May on whether or not to approve the Nelson/Nygaard contract. The background and detailed outline of responsibilities of the contract are on page 11 of the packet.

Tess facilitated the evaluation of the Nelson/Nygaard Paratransit Coordination Team's performance for the fiscal year 2010-2011 using the evaluation form on page 17 of the packet.

The entire committee scored each question from a scale of 1-5, 1 being poor and 5 being outstanding. Overall, the committee gave Nelson Nygaard high

scores and is pleased with the work from the Paratransit Coordination Team. There was no scoring of poor (1) for any category.

The PAPCO members stated that they want to have more visibility from the Nelson/Nygaard team. Naomi is a great resource; however, the members want to see more of the Nelson/Nygaard team at more meetings. Tess stated that it is cost effective to not have the entire team present at the PAPCO meetings.

6. Recommendation for Fiscal Year 2011-2012 Coordination Contract

Betty Mulholland moved that PAPCO approve the recommendation for the fiscal year 2011-2012 paratransit coordination contract with Nelson/Nygaard. Esther Waltz seconded the motion. The motion passed unanimously (19-0).

7. Confirmation of Program Plan Review Subcommittee

Naomi reviewed the Program Plan Review schedule. She informed the committee that the meetings will be held on Friday, April 29, from 10 a.m. to 4 p.m. and on Monday, May 02 from 10 a.m. to 5 p.m. Naomi stated that program managers will give presentations. The subcommittee will make a recommendation and bring it to the next PAPCO meeting. Staff handed out the binders for the subcommittee at the meeting.

Naomi confirmed the following members will attend the Program Plan Review meetings.

- Friday, April 29 – Larry Bunn, Shawn Costello, Jane Lewis, Betty Mulholland, Rev. Carolyn Orr, Sharon Powers, Vanessa Proee, Carmen Rivera-Hendrickson, Michele Rousey, Clara Sample, Harriette Saunders, Will Scott, and Sylvia Stadmire.
- Monday, May 2 – Aydan Aysoy, Larry Bunn, Shawn Costello, Herb Hastings, Betty Mulholland, Rev. Carolyn Orr, Sharon Powers, Vanessa Proee, Carmen Rivera-Hendrickson, Michelle Rousey, Clara Sample, Harriette Saunders, Will Scott, Maryanne Tracy-Baker, Esther Waltz, and Hale Zukas.

8. City of Alameda Quarterly Report

Gail Payne from the City of Alameda gave a presentation (Attachment A) on the City of Alameda Paratransit Program and gave PAPCO an update on the scholarship program, shuttle service, taxi services, and group trips. She

informed the committee that the City of Alameda City Council approved the following changes for the Paratransit Program, effective May 1, 2011:

- Shuttle Service – Lower eligibility age to 55 years and older; operate the west loop only on Tuesdays; create a new central loop for Thursdays; and expand coverage of the west and east loops to cover a larger area.
- Taxi Services – Operate taxi-metered lift-equipped vans; restrict the taxi service to within Alameda County; limit MRTIP vouchers to five per month; place an expiration date on travel vouchers; and terminate free trips.

Questions/feedback from the members:

- Is the taxi service for power and manual wheelchairs? Gail stated that Welcome Transportation has at least two vehicles that handle power wheelchairs.
- Why does the City of Alameda want to cut needed services? Gail stated that the City has a limited budget. Can you provide the services at a minimum cost to the consumer instead of cutting services? Gail stated that this is one approach; however, that is not the approach the City has taken.
- Will the City place benches on the expanded route? Gail said that they will move existing benches to help cover the route.
- By restricting services, will it discourage the cab company from participating? Gail said she does not anticipate the cab company getting out of the contract. It will depend on how the City packages the plan.
- Is Friendly Cab still providing service for the City of Alameda? Gail said no; however, Friendly Cab is honoring travel vouchers distributed many years ago.

9. City of Hayward Report

Anne Culver from the City of Hayward gave a presentation (Attachment B) on the City of Hayward Paratransit Program. She stated that MV Transportation is the provider for the door-to-door transportation services. The door-to-door service provides transportation for seniors and people with disabilities. The City of Hayward also has two subcontracts with nonprofit agencies: Meals on Wheels and Alzheimer's Services of the East Bay.

Questions/feedback from the members:

- The PAPCO Chair requested Anne to bring a PowerPoint presentation for the next report given by the City of Hayward.

10. Member Reports on PAPCO Mission, Roles, and Responsibilities

Implementation

Carmen Rivera-Hendrickson informed the committee that the Olmstead Advisory Committee will hold meetings in Sacramento on Thursday, April 28, 2011 from 10 a.m. to 4 p.m. and on August 18, 2011. The Olmstead Act requires states to keep people with disabilities at home or within a community setting rather than placing them in an institution.

Carmen, Herb Hastings, and Esther Waltz have been working on access to the Alameda County Fair Grounds to make it more accessible for seniors and people with disabilities. The transportation agency will use Barnell as the permanent stop for the fair ground. This stop is approximately one to two miles from the bus stop and is too far for many seniors and people with disabilities.

Sylvia Stadmire reminded the committee that a large part of being a PAPCO member is to perform outreach. She stated that she is working with Measure A, the school parcel tax approved in March 2011, for distribution of funds promised to Alameda County. She mentioned that young people are getting funds for their programs; however, seniors and people with disabilities are having difficulty.

Maryanne Tracy-Baker stated that many fairs will be held this summer, and it is an excellent opportunity for PAPCO members to perform outreach.

Shawn Costello mentioned that he attended the East County Transportation Forum in Dublin on April 21, 2011.

11. Committee Reports

- A. East Bay Paratransit Service Review Advisory Committee (SRAC)
No report was made, because SRAC has not had a meeting since the last PAPCO meeting.

B. Citizens Watchdog Committee (CWC)

No report was made, because the CWC has not had a meeting since the last PAPCO meeting.

12. Staff Updates

A. Mobility Management

Naomi informed that committee that a fact sheet for “one call–one click” transportation service is on page 27 in the packet.

B. 2011 Annual Mobility Workshop Update

None

C. Outreach Update

Krystle Pasco informed the committee of the Albany Senior Resource Fair at Albany Senior Center in Albany on April 28, the Annual Senior Health and Wellness Resource Fair at the Kenneth Aitken Senior Center in Castro Valley on May 5, and the Veterans Health and Resource Fair at Niles Veterans Memorial Building in Fremont on May 7. Krystle encouraged the committee to review the calendar of events in the packet for additional information.

D. Other Staff Updates

None

13. Mandated Program and Policy Reports

Members were asked to review the attachments in their packets.

14. Draft Agenda Items for May 23, 2011 PAPCO

A. Stabilization Update

B. Recommendation on Base Program and MSL Funding

C. Establishment of Bylaws Subcommittee membership

D. Report from East Bay Paratransit

E. Gap Grant Reports – Volunteer Driver Programs

F. Annual Mobility Workshop Update

G. Countywide Transportation Plan and Transportation Expenditure Plan Update

15. Adjournment

The meeting adjourned at 4 p.m.



City of Alameda Paratransit Program

Funded by Measure B

Sponsors:

City of Alameda Public Works Dept
Mastick Senior Center



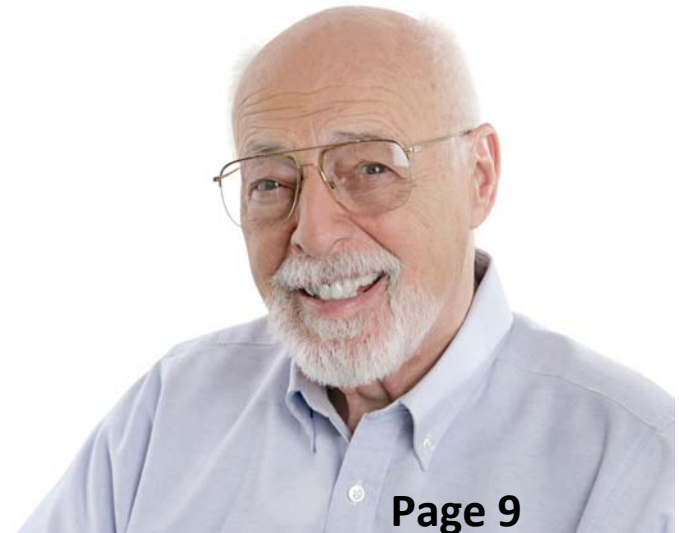
Agenda Overview

- Service Description
- Approved Changes
- Recommended Budget



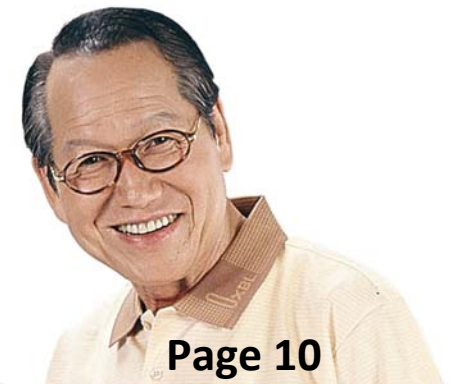
Service Description

- *Compliment the primary transportation providers*
- **Scholarship Program:**
 - Provides opportunities for low-income individuals
- **Shuttle Service:**
 - Acts as a bridge between AC Transit and EBP
- **Taxi Services:**
 - Provide same day services
- **Group Trips:**
 - Provide leisure activities

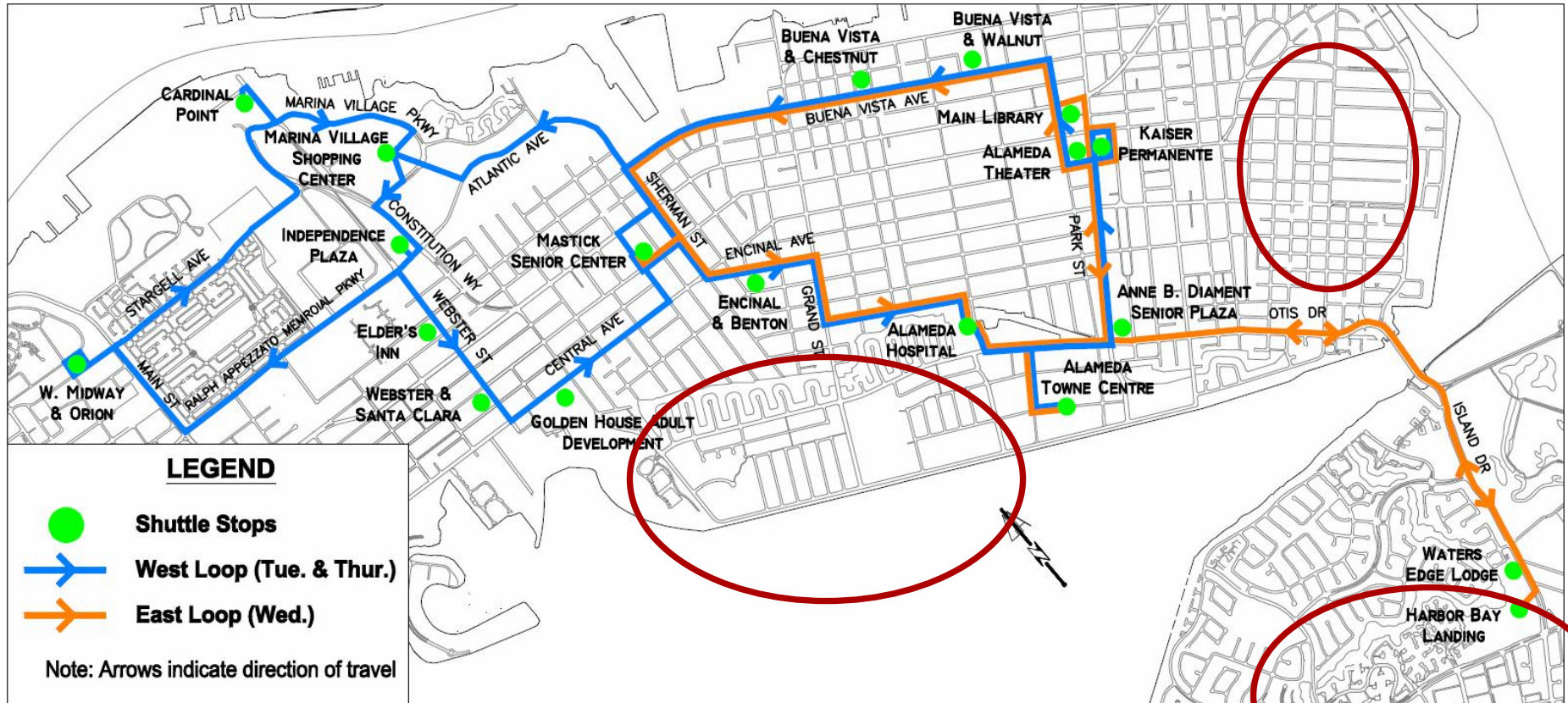


Approved Changes

- Shuttle Service (Effective May 1)
 - Lower eligibility age to 55 years and older
 - Operate West Loop only on Tuesdays
 - Create a new Central Loop for Thursdays
 - Expand coverage of West and East Loops



Approved Changes (cont.)



Approved Changes (cont.)

- Taxi Services (Effective May 1)
 - Operate taxi meter lift-equipped vans
 - Assign Alameda County as the Boundary
 - Limit MRTIP vouchers to five per month
 - Place expiration dates on travel vouchers
 - Provide contingency funding



Planning Process

- Shuttle Service Survey (August 2010)
- Participant Outreach (on-going)
- Outreach to Commissions (early 2011)
 - Recreation and Parks Commission
 - Commission on Disability Issues
 - Transportation Commission
 - Social Service Human Relations Board
- City Council (March 15, 2011)
- Approved changes (May 1, 2011)

Recommended Budget

- Shuttle Service – increased budget
 - Extra hour
 - Additional benches
- Taxi Services – added contingency
- Marketing
 - www.AlamedaParatransit.com
 - Alameda Theatre (approx. 100 seniors/day)
 - Television station graphic
 - Print/on-line advertisements
 - Cross street banner
 - Brochures

Recommended Budget (cont.)

Revenues	
Measure B	\$146,000 (+ \$97,000 balance)
Interest/Other	\$500
Total	\$243,000
Expenditures	
Management	\$27,000
Customer Service	\$40,000
Trip Provision	\$143,000
Total	\$210,000
Net Revenue	\$33,000

City of Alameda
Paratransit



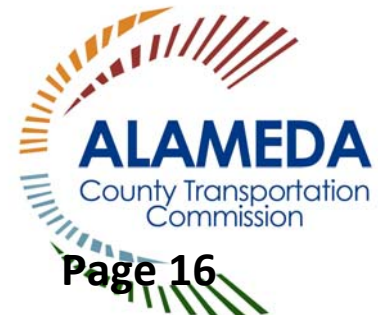
*Transportation for Seniors
and People With Disabilities*

City of Alameda Paratransit Program

Funded by Measure B

Sponsors:

City of Alameda Public Works Dept
Mastick Senior Center





CITY OF
HAYWARD
HEART OF THE BAY

Report to TAC/PAPCO

February 28 - April 25, 2011

SUMMARY:

1. During this reporting period, the City's paratransit program operated Monday-Friday 8am-6pm, and 8 – 4 on Saturdays.
2. There are 610 active riders in the City's paratransit program (up from 563 in February, an 8% increase). We've added 220 new riders so far this fiscal year (up from 175 in February, a 25% increase).
3. Through March, the program has provided 3,362 door-to-door rides, maintaining the previous quarter's average number of rides per week, despite the seasonal cold and rainy weather.
4. In addition, the program provides group trips per month to a duplicated ridership of 218 (up from 147 in February, a 48% increase).
5. Generally, the City's door-to-door service operates within the City's service area, although exceptions are readily made, for example: rides to bay area's Veterans Hospitals are always approved, in support of our veterans.

SUBCONTRACTS:

1. The City has two subcontracts with nonprofit agencies: Meals on Wheels and Alzheimers Services of the East Bay:
 - Meals on Wheels maintained its delivery of an average 3,478 meals to 155 unduplicated clients, a 5% increase in the number of people served. To date this fiscal year, 31,031 meals have been delivered.
 - Alzheimers Services has provided 4,844 rides to and from home to 24 unduplicated clients.
2. The City's primary transportation provider is MV Transportation. As we reported in February, MV's contract has been renewed for the remainder of the current fiscal year. In consultation with ACTC, the contract authorizes a continuance of the 6-day-per-week door-to-door service, and delays start of the north Hayward fixed route shuttle, pending a more comprehensive presentation of the shuttle's

marketing plan, schedule, projected ridership, and perhaps most importantly in this time of reduced resources, verification that the shuttle would not unnecessarily duplicate existing transportation options for the intended ridership. We look forward to making this presentation at our Program Plan Review meeting, next Monday, May 2nd, where we'll have an opportunity to present some of characteristics that make Hayward unique, and establish a compelling case for the significance of group trips and shuttle transportation options.

RECENT ACTIVITIES AND DEVELOPMENTS:

1. As we reported, beginning in January the City's Paratransit Advisory Committee's meeting schedule was reformatted from quarterly to monthly meetings, and the staff members who provide support to that committee have been expanded to include – in addition to the paratransit coordinator - the City's housing rehabilitation coordinator, and the housing rehabilitation secretary. This staffing configuration is intended to layer-on resources for the paratransit ridership. For example:
 - The Paratransit Advisory Committee will assist in the development of housing rehabilitation goals – to include, for example, an expanded number of home accessibility modifications and weatherization projects to reduce utility bills for seniors and people who have disabilities. The program has received authorization from our City Council to raise the maximum grant per qualifying household from \$5,000 to \$10,000.
 - The Paratransit Advisory Committee will provide oversight and input into several developing disaster preparedness strategies, including the distribution of preparedness supplies stored in backpacks, and paid for by other sources.
2. The City is in the process of acquiring a web-based reporting system so our non-profit contractors will be able to report and upload expenses (including back-up documents, such as receipts and timesheets) and program activities on-line. The system will allow the City to run reports to evaluate impact, adjust performance objectives, and report outcomes. All the programs in the City's Community Services Division will use this web-based system, including the paratransit program, although the system is being acquired using non-Measure B funds.
3. We will continue to consult with ACTC and AC Transit to incorporate "mobility management" principles wherever possible, and to ease and improve access to transportation options for seniors and people who have disabilities. We also look forward to continuing to work with adjacent jurisdictions to create linkages to those jurisdictions' paratransit services, and consolidation of services where to do so would produce benefits for our respective riderships. (END)



**JOINT Paratransit Planning and Advisory Committee (PAPCO) and
Technical Advisory Committee (TAC) Meeting Minutes
Monday, April 25, 2011, 2:40 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

TAC Members:

<u> A </u> Beverly Bolden	<u> A </u> Drew King	<u> A </u> Gail Payne
<u> A </u> Anne Culver	<u> A </u> Jackie Krause	<u> A </u> Mary Rowlands
<u> A </u> Pam Deaton	<u> A </u> Kadri Kulm	<u> A </u> Mia Thibeaux
<u> A </u> Louie Despeaux	<u> P </u> Kevin Laven	<u> P </u> Laura Timothy
<u> A </u> Jeff Flynn	<u> A </u> Isabelle Leduc	<u> A </u> Kelly Wallace
<u> P </u> Shawn Fong	<u> P </u> Wilson Lee	<u> A </u> Mark Weinstein
<u> A </u> Brendalynn Goodall	<u> P </u> Hakeim McGee	<u> A </u> Victoria Williams
<u> A </u> Karen Hemphill	<u> A </u> Mallory Nestor	<u> P </u> David Zehnder
<u> P </u> Kim Huffman	<u> P </u> Joann Oliver	

PAPCO members and staff on Attachment 03 attended the Joint meeting along with the above TAC members.

1. Welcome and Introductions

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 2:45 p.m.

***Guests Present:** Jennifer Cullen, Senior Support; Laura Corona, Regional Center of the East Bay; Lysa Hale, Metropolitan Transportation Commission; Leslie Simon, Center for Independent Living*

2. Public Comments

There were no public comments.

3. Finance Subcommittee Status Report

Sylvia Stadmire gave the PAPCO committee an update on the Finance Subcommittee, which took place on April 21, 2011. She stated the following

members attended the meeting: Sylvia Stadmire, Rev. Carolyn Orr, Sandra Johnson-Simon, Harriette Saunders, Will Scott, Maryanne Tracy-Baker, and Hale Zukas.

4. Quarterly Education and Training – Clipper Presentation

Lysa Hale with the Metropolitan Transportation Commission (MTC) gave an overview on the Clipper Program. She stated that the Clipper card is a smart card developed to allow people in the Bay Area to conveniently travel on all Bay Area transit agencies. Lysa stated that MTC is working with its partners in various transit regions to roll out the Clipper card. She stated that for the most part, the paper passes have been eliminated or decreased in usage. People can add and store value on the Clipper card at BART, over the phone, online, or at various retail locations.

Lysa stated that the Regional Transit Connection (RTC) discount card for seniors and people with disabilities and the red card that youth use will continue to be available. She stated that MTC is facing the challenge of how to help the attendants of the people who use the RTC card transition to the Clipper. Approximately 3,500 transit customers are eligible to travel with attendants. The attendants will only receive a discount if they travel with the paratransit customer (the person whose picture is on the card).

Question/feedback from the members:

- AC Transit does not have a Clipper pad on rear doors. Lysa said that due to funding, AC Transit made a decision not to add the pad.
- Can everyone use the Autoload feature? Yes. Lysa stated that people can download a value to the card by phone or on the website and if the Autoload feature is set for the first time, it will take 3 to 5 days for the card to store the value.

When people add the value online or over the phone, it is sent out overnight to the transit systems and bus yard. At the end of the day, the bus should connect to receive the data, and this process can take 24 to 48 hours. If you need to immediately add value, Lysa suggested that the public add value in person at Walgreens or BART. Almost all Walgreens are near a transit area. A list of retail locations is on the website at www.clippercard.com. Also, call the number on card for further information.

- Do people with disabilities get a discount? Lysa said it's the same discount as applied before.
- What happens if you forget to swipe your card out of CalTrain at the end of your trip? The only way Clipper knows the fare amount is if you tag (swipe) the card at the beginning and end of a trip. If you forget, you will be charged the maximum fare amount.
- Is there a way to attach a lanyard to the card? Yes.
- When you take a local trip on a transbay bus and you forget to tell the driver the trip is local, you will be charged the transbay fare. Why? The driver must take a special action when an individual is taking a local trip on a transbay bus. This ensures that you will not be charged a transbay fare.

5. Countywide Bicycle and Pedestrian Plans Update and Input on the Priority Projects Chapter

Rochelle Wheeler gave an update on the Countywide Bicycle and Pedestrian Plans and presented the "Priority Projects" chapter and requested input from PAPCO. Rochelle informed the committee that she would focus on the pedestrian plan because of the PAPCO/TAC members' focus.

Questions/feedback from the members:

- In case a bike or chair breaks down, will you have phone facilities on trails? No, like the charging stations, funding is not available for this at this time. However, agencies that build trails will be informed of this potential priority in the future.
- We should not use a contractor if the contractor cannot make facilities accessible to all.
- Can the charging stations be set up like a rest station for tired hikers? Will you have shelter for extreme weather conditions? Will maintenance be done on trails with trouble spots? Rochelle stated that this is beyond the scope of the plan updates. Specifically, should we include maintenance costs to fix the trails? We are not mapping or identifying trails.
- PAPCO members requested that Rochelle include a map in the next presentation.
- A request was made to increase the width of the barriers on the trail from 32 to 36 to handle oversized wheelchairs.

6. Countywide Transportation Plan and Transportation Expenditure Plan Update

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP). The highlights of the updates are follows:

- MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC screened the applications and is developing a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff will present the CWTP and the Regional Transportation Plan projects and programs lists to Alameda CTC committees in May, and the selection process will culminate in a public hearing at the May 26 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. Tess stated that the projects that move forward will be modeled via packages based on the vision and goals adopted by the CWTP-TEP Steering Committee in March.
- The first poll was completed in early March, and the results were encouraging for the renewal of the sales tax measure. The second poll will take place in the fall.
- The five public outreach workshops were completed in March. The outreach outcomes and the poll results validated each other.

Questions/feedback from the members:

- Was there an application for the free youth bus pass? Yes, for grades 6 to 12.
- Was the poll fairly consistent around the county? Yes.
- Will one result of Senate Bill 375 be to increase employment through transportation and housing? Tess said that a lot of emphasis was placed on transportation and the topics of housing and jobs are being addressed now. She stated that a workshop is being held in Districts 1 and 2 on May 14 to review the development of the Sustainable Communities Strategy and how it can effectively be done in Alameda County. The East Bay Economic Development Alliance (EBEDA) is invited to this workshop to discuss jobs, and the EBEDA will release a report on the needs for housing, transportation and other resources that support the attraction of retention of jobs. The May 14 workshop will be held at the Sunol Golf Course from 9 a.m. to 12:30 p.m.

- Will the list of proposed projects and programs be compiled by area and without duplication? Tess stated that the list is in the process of being refined and is scheduled for completion on April 27.

7. Discussion of Items Not on the Agenda

None

8. Adjournment

The meeting adjourned at 4 p.m. The next meeting will be at Alameda CTC offices on June 27.

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Program Plan Review Summary

Program	Measure B Base Funding Allocation	Minimum Service Level Request	Other Funding	Total Revenue	Trips	EBP tax	Meals	Program Rank per total revenue	Program Rank per trips	Program Plan Subcommittee Recommendation
City of Alameda	\$145,742		\$0	\$145,742	12,300	250		12	8	Recommend Conditional Approval – Quarterly Reporting
City of Albany	\$25,555		\$0	\$25,555	4,070		1,100	13	13	Recommend Approval of Base Funding
City of Berkeley	\$169,460		\$120,000	\$289,460	9,540	1,500		9	9	Recommend Approval of Base Funding
City of Emeryville	\$22,426		\$133,120	\$155,546	7,300	500	20	10	11	Recommend Approval of Base Funding
City of Fremont	\$652,493		\$0	\$652,493	18,500		54,000	5	6	Recommend Approval of Base Funding
City of Hayward	\$630,950		\$17,500	\$648,450	19,913	625	55,629	6	5	Recommend Conditional Approval – Quarterly Reporting and Alameda CTC approval on new program elements
City of Newark	\$141,789		\$11,000	\$152,789	4,200		12,000	11	12	Recommend Approval of Base Funding
City of Oakland	\$868,385	\$25,000	\$114,395	\$1,007,780	27,200			3	3	Recommend Approval of Base Funding and MSL Grant
City of Pleasanton	\$79,873		\$459,908	\$539,781	16,000			7	7	Recommend Approval of Base Funding
City of San Leandro	\$243,066	\$75,000	\$7,500	\$325,566	8,772			8	10	Recommend Approval of Base Funding and MSL Grant
City of Union City	\$258,510		\$527,266	\$785,776	20,000			4	4	Recommend Approval of Base Funding
EBP	\$5,591,716 (AC Transit - \$4,111,848 / BART - \$1,479,868)		\$30,214,680	\$35,806,396	779,661			1	1	Recommend Approval of Base Funding
LAVTA	\$128,699		\$1,268,714	\$1,397,413	45,600	-	-	2	2	Recommend Approval of Base Funding
TOTAL	\$8,958,664	\$100,000	\$32,874,083	\$41,932,747	973,056	2,875	122,749			

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Bylaws Review Subcommittee

At the PAPCO meeting on May 23, 2011, PAPCO members will be asked to sign up to participate in the Bylaws Review Subcommittee. Below is background information to assist you in determining whether this is a subcommittee you are interested in volunteering for.

Background

According to Article XIII of the current PAPCO Bylaws "*These bylaws will be reviewed at minimum on an annual basis in June.*" Due to the ACTIA/ACCMA merger, all of the community advisory committee Bylaws are undergoing an extensive review and revision. Accordingly, a subcommittee is being convened to review the Bylaws and make a recommendation on changes.

Review Process

The subcommittee will meet on June 1 at 1:00pm at the Alameda CTC to go over the Bylaws. As noted above, the Bylaws will have significant alterations due to the merger. Shortly thereafter, the revised Bylaws will be mailed to PAPCO members in the June PAPCO packet in accordance with Article XIII "*These bylaws may be amended, repealed or altered, in whole or in part, by a 2/3 vote at any duly organized meeting of PAPCO, provided that a copy of any amendment proposed for consideration shall be mailed to the last recorded address of each member at least ten (10) days prior to the date of the meeting.*" A spokesperson for the committee will report on recommended changes at the June 27 PAPCO meeting.

Responsibilities

All PAPCO members that are appointed to this subcommittee will be asked to review the revised bylaws at the June 1 meeting and note any suggested changes. Accessible materials can be arranged for any member by request.

PAPCO Meeting Date

- Wednesday, June 1, 2011 from 1-3 at Alameda CTC. Lunch will be provided.

Per Diem

Since this is a standing subcommittee, PAPCO members will receive a per diem.

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MEMORANDUM

Date: May 23, 2011

To: Paratransit Advisory and Planning Committee

From: Paratransit Coordination Team

Subject: **Stabilization Summary**

Background

During earlier economic crises, the ACTIA Board established Stabilization Funding to assist the paratransit programs in maintaining consistent service in spite of economic uncertainties. After a few years the funding was no longer needed and was discontinued. In June 2009, the ACTIA Board approved setting aside \$820,000 from Gap funding for Stabilization funding to mitigate projected service cuts due to reductions in Measure B revenue. From December 2008 to April 2009 Measure B paratransit providers saw projected revenues go down by \$861,407 – or over 9%. This caused many of the programs to plan service cuts. Altogether, programs planned to provide 31,521 less rides and deliver 7,418 less meals than originally projected for Fiscal Year 2009/10.

In order to receive Stabilization funding, programs were required to demonstrate that the program had or would exhaust its revenues and reserves during the fiscal year and that this would result in service cuts if stabilization funding was not received. Programs were allowed to apply for a dollar amount equaling the difference between revenue projections received in December 2008 and April 2009.

The following programs requested and were awarded Stabilization funds:

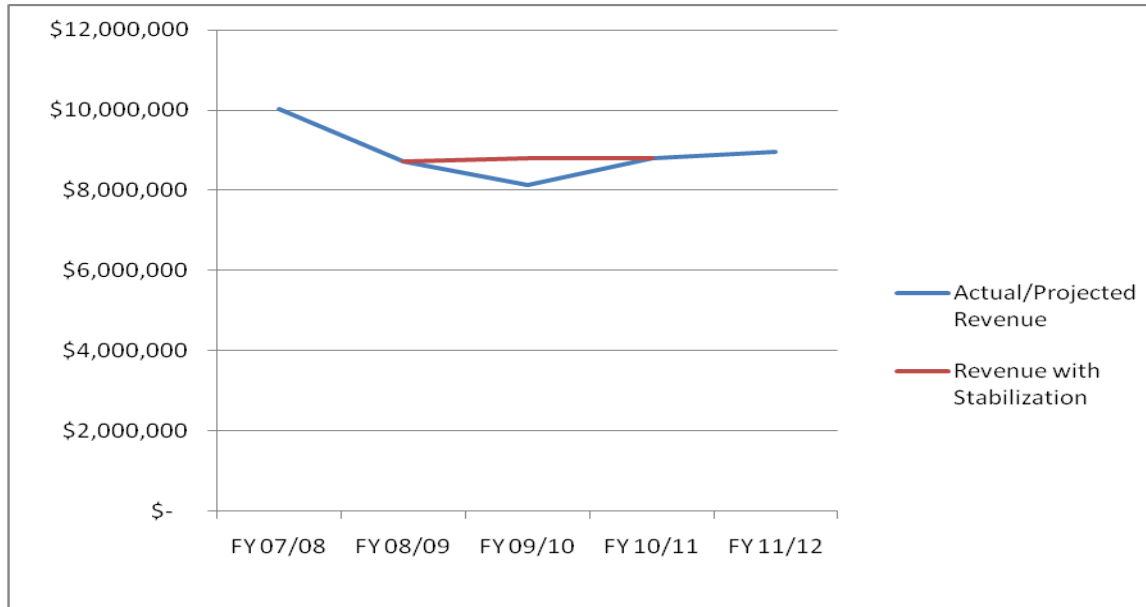
Program	Applied in FY 09/10
AC Transit	\$395,370
BART	\$142,295
LAVTA	\$12,375
City of Oakland	\$83,498
City of San Leandro	\$23,372
TOTAL	\$656,910

In June 2010, the ACTIA Board approved extending Measure B Providers' one-time eligibility for Stabilization funding to Fiscal Year 2010/11 to continue to mitigate projected service cuts due to reductions in Measure B revenue. Programs could only apply if they had not applied in FY 09/10, and were required to meet the same eligibility requirements. Staff estimated that eligible programs' requests would total less than \$100,000, thus not requiring further funding allocation – just an extension of the FY 09/10 funding. Although several programs indicated initial plans to apply, in the end, no programs did apply for Stabilization funding in FY 10/11.

In April 2011, the Alameda CTC Commission approved TAC and PAPCO's recommendation that AC Transit and BART (in support of East Bay Paratransit) be eligible to apply for the \$163,090 (AC Transit – \$119,871; BART – \$43,219) in unclaimed remaining Stabilization funding allocated for FY 09/10 and 10/11. This was due to the ongoing persistent budget problems experienced by both AC Transit and BART, and the fact that East Bay Paratransit provides an essential core function for Alameda County.

Summary

Stabilization was meant to “ease the landing” that programs experienced due to the economic downturn. The decision to provide Stabilization funding out of the Gap funding stream was the deciding factor, among several, that delayed a Cycle 5 Gap Grant Call. PAPCO and TAC felt that it was more important to preserve base transportation services for seniors and people with disabilities, than to pilot new initiatives. The economic downturn forced providers to look closely at their operations and generate some creative solutions. The downturn also prompted staff to ask some hard questions about the best uses of Gap funding and program operation practices. As a result of more recent sales tax estimates showing an increase in revenues, staff has not recommended funding further Stabilization for FY 11/12.



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PAPCO Calendar of Events for May 2011 to June 2011

Full Committee Meetings

- Monday, May 23, 2011, 1:30 to 3:30 p.m., Alameda CTC, **Regular PAPCO monthly meeting**
- Tuesday, June 14, 2011, 9:30 to 11:30 a.m., Alameda CTC, **Regular TAC monthly meeting**
- Monday, June 27, 2011, 1:30 to 3:30 p.m., Alameda CTC, **Regular PAPCO monthly meeting**

Subcommittee Meetings

- Monday May 2, 2011, 10 a.m. to 5 p.m., **Program Plan Review Subcommittee 2**
- Wednesday, June 1, 2011, 1:00 to 3 p.m., **Bylaws Subcommittee**

Outreach

Meeting Date	Event Name	Meeting Location	Time
5/5/11	5th Annual Senior Health and Wellness Resource Fair	Kenneth C. Aitken Senior Center 17800 Redwood Road Castro Valley, CA 94546	9 a.m. – 1 p.m.
5/7/11	Veterans' Health and Resource Fair	Niles Veterans Memorial Building 37154 2nd Street Fremont, CA 94536	9 a.m. – 1 p.m.
05/12/11	Bike to Work Day	Frank Ogawa Plaza Oakland, CA 94612	7 – 9 p.m.
06/21/11	San Leandro Kiwanis Club	Englander Restaurant 101 Parrott Street San Leandro CA	12 – 1:30 p.m.
06/23/11	5th Annual Health and Resource Fair	North Oakland Senior Center 5714 Martin Luther King Jr. Way Oakland, CA 94609	1 – 4 p.m.

You will be notified of other events as they are scheduled.

For more information about outreach events or to sign up to attend, please call (510) 208-7467.

PAPCO Work Plan FY 2010/11

PAPCO Work Plan

PAPCO activities throughout the year will be guided by PAPCO Goals and Bylaws. The PAPCO Chair or Vice Chair will report to the ACTIA Board every month.

Topic: PAPCO Development and Outreach		
Goal: Continue PAPCO's development as an informed and effective community advisory committee; accomplish outreach in a variety of ways in all areas of the County		
Actions	Completed	In-Progress
Participate in Committee Leadership Training at September Meeting	x	
Participate in Legislative Training at Joint Meeting (February)	x	
Participate in Emergency Preparedness update/drill at January Meeting	x	
Assist in distributing new materials – Access Alameda in different languages (Spanish, Chinese, Tagalog, Vietnamese, Farsi)		
Assist in distributing new materials – Fact Sheets on Aging, etc		
Assist in outreach to community members regarding Clipper fare payment system		x
Fill every vacant seat on PAPCO Targeted PAPCO recruitment		x
Staff will continue to be available to help draft talking points or articles for members		ongoing
All members to participate in at least one Outreach activity – write an article, speak at another meeting, visit Senior Centers, and/or attend an event		ongoing

Topic: Policy Engagement and Input

Goal: Stay informed on and take advantage of opportunities to provide input on a variety of topics

Actions	Completed	In-Progress
Beginning in October 2010 research accessible transportation to County Fair		x
Complete survey regarding other committees/activities participation in November 2010 to be shared with Committee		x
Staff will continue to forward opportunities for comments and participation via email		x
Receive regular summaries of Transit Access Reports		x

Topic: Coordination and Mobility Management Planning Process

Goal: Learn about and contribute to Alameda County's Mobility Management Process

Actions	Completed	In-Progress
Review materials regarding Mobility Management provided in new section in meeting packet		x
Receive a report from TAC at Joint meetings on efforts October February April	x x	replaced by CMMP update in June
Contribute to Countywide transportation inventory by completing survey regarding other transportation options/sources in community in November 2010		x

Topic: Planning Efforts

Goal: Stay informed on and contribute to Alameda County/Regional planning efforts; expand focus to “complete community”

Actions	Completed	In-Progress
Provide input on Countywide Bicycle and Pedestrian Master Plan Update		
October Joint Meeting	x	
November Meeting	x	
April Meeting	x	
June Meeting		
Receive presentation on Countywide Transportation Plan and Transportation Expenditure Plan Development at February Joint Meeting; and also regular updates	x	
Receive reports from MTC and Regional issues/events		x

Topic: Fiduciary Oversight

Goal: Continue fiduciary oversight over pass-through and grant funding

Actions	Completed	In-Progress
Received update on new pass-through reporting format at November Meeting	x	
Receive reports from extended Gap grants at Meetings		
November	x	
March	x	
June		
Hold a fiduciary training as part of Finance Subcommittee in April	x	
Continue to evaluate pass-through and grant programs and expenditures	x	

Topic: Sustainability

Goal: Identify ongoing funding needs for paratransit and future Call Cycles

Actions	Completed	In-Progress
Discuss possible extension of Gap funding in January	x	
Make recommendation on Gap Grant Call at January/February Meeting	x	
Receive an update on pass-through stabilization funding at May Meeting		x

Topic: Customer Service

Goal: Participate in driver training and serve as a resource to providers; and facilitate communication and resolution of consumer complaints

Actions	Completed	In-Progress
Continue to be available to assist in East Bay Paratransit Driver Training		
Continue to be available to assist in East Bay Paratransit Secret Rider Program and Complaints Board		x
Continue to be available to assist in LAVTA with Driver Training and related items		
Ensure that taxi providers have access to resources such as pocket guides from Easter Seals Project ACTION		

Members' Other Committees/Activities

PAPCO members appointed to SRAC	<ul style="list-style-type: none"> • To be completed after survey 	
PAPCO members appointed to WAAC	<ul style="list-style-type: none"> • To be completed after survey 	
Other Committees/Activities to be completed after survey	<ul style="list-style-type: none"> • To be completed after survey 	

CURRENT APPOINTMENTS

Appointer

- A. C. Transit
- BART
- LAVTA
- Union City Transit
- City of Berkeley
- City of Emeryville
- City of Dublin
- City of Fremont
- City of Hayward
- City of Livermore
- City of Oakland; Councilmember Rebecca Kaplan
- City of Piedmont
- City of Pleasanton
- City of Union City
- Supervisor Wilma Chan

- Supervisor Nadia Lockyer

- Supervisor Keith Carson

- Supervisor Nate Miley

- Supervisor Scott Haggerty

* Pending Commission Approval

Member

- Hale Zukas
- Harriette Saunders
- Esther Waltz
- Larry Bunn
- Aydan Aysoy
- Joyce Jacobson
- Shawn Costello
- Sharon Powers
- Vanessa Proee
- Jane Lewis
- Rev. Carolyn M. Orr

- Gaye Lenahan*
- Carmen Rivera-Hendrickson
- Clara Sample
- Sylvia Stadmire
- Renee Wittmeier
- Herb Clayton
- Michelle Rousey
- Jonah Markowitz
- Will Scott
- Betty Mulholland
- Sandra Johnson Simon
- Herb Hastings
- Maryanne Tracy-Baker

VACANCIES

Appointer

- City of Alameda
- City of Albany
- City of Newark
- City of San Leandro

Current PAPCO Appointments and Vacancies

Please keep these vacancies in mind when you speak with community members. If you know of an interested candidate, please have them contact Naomi at (510) 208-7469 and we will put them in contact with the Appointer.

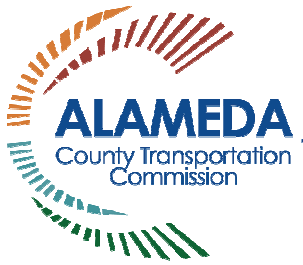
FUNCTIONS OF A ONE CALL-ONE CLICK TRANSPORTATION SERVICE

This factsheet describes basic functions that one call-one click transportation services can include and provides information that will help you decide which functions to include in your service. It also identifies issues you should investigate before making a final decision. You may likely refine your decisions as you obtain more information. Keep in mind that getting to a final decision about the range of functions of your services will be an iterative process.

FUNCTION	CHARACTERISTICS AND OPTIONS	BENEFITS
Information & Referral	<ul style="list-style-type: none"> • Give customers one or more numbers to call. • Provide counseling to determine the services that are the best fit. • Provide general information on services and eligibility. • Transfer calls to a service provider. 	<ul style="list-style-type: none"> • Provides the foundation for more coordination. • Makes it easier for customers and staff to identify services.
Eligibility Determinations for Multiple Programs	<ul style="list-style-type: none"> • Staff has forms for all programs and completes them at one time. • A single process (or limited number of processes) for determining eligibility for multiple programs. • Share data on eligibility with multiple providers. • Maintain a common database used by several providers 	<ul style="list-style-type: none"> • For the customer, the process for obtaining eligibility for a range of transportation services is simplified. • Provides an opportunity for stakeholders to practice working together.
Ombudsperson	<ul style="list-style-type: none"> • May be the responsibility of a mobility manager or case manager. • Becomes especially important when eligibility is determined. 	<ul style="list-style-type: none"> • Helps customers navigate the system and go on trips. • Promotes coordination. • Helps agencies understand places where the systems are not working as intended. • Identifies gaps or problems that need to be addressed.
Travel Training	<ul style="list-style-type: none"> • Helps paratransit riders learn to use fixed-route services. 	<ul style="list-style-type: none"> • Transfers eligible riders with disabilities to fixed-route services, freeing up capacity on specialized transportation. • Encourages use of conditional eligibility for ADA paratransit services.
Travel Orientation	<ul style="list-style-type: none"> • "Bus Buddies" (experienced riders) or other community members (e.g., transportation coordinators, mobility managers, social services agency staff) who can show new riders how to use the fixed-route or other services. 	<ul style="list-style-type: none"> • Helps riders learn about and feel comfortable using fixed-route and other travel modes.

FUNCTION	CHARACTERISTICS AND OPTIONS	BENEFITS
Travel Hosts	<ul style="list-style-type: none"> Assist passengers in finding their transfer connections at busy transfer centers. 	<ul style="list-style-type: none"> Enables more passengers to use fixed-route services, freeing up capacity on specialized transportation services.
Shared Reservations	<ul style="list-style-type: none"> Can use a software application that runs on a closed network or is web-based. Read-only: call-taker can see where space is available, but cannot actually schedule trips. Read/Write: call-taker can see what is available and can schedule trips. Dispatching is through a single provider. 	<ul style="list-style-type: none"> Improves customers' experiences and operational efficiencies. Enables callers to know whether they have a trip scheduled.
Joint Scheduling	<ul style="list-style-type: none"> More people in a vehicle. Uses multiple providers. Once trip is dispatched, the rider's contact is with the provider. 	<ul style="list-style-type: none"> Improves productivity. Increases mobility.
Joint Dispatching	<ul style="list-style-type: none"> Puts more vehicles under a single dispatcher to minimize customer inconvenience due to traffic delays and vehicle breakdowns. Joint dispatcher acts as the point of contact for the whole trip. 	<ul style="list-style-type: none"> Maximizes vehicle productivity. Operational efficiencies through real-time trip- management information.

The “One Call–One Click Transportation Services Toolkit” was created with United We Ride funding from the Office of Disability Employment Policy, U.S. Department of Labor, through a cooperative agreement between the Community Transportation Association of America and the Federal Transit Administration. The opinions and conclusions expressed herein are solely those of the authors and should not be construed as representing the opinions or policy of any agency of the federal government. Dec 2010.



Memorandum

DATE: April 29, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Project and Program Submittal List**

Recommendations

It is requested that the Commission:

- (1) Approve the attached list of programmatic categories with example projects and programs identified (Tables 1 and 2) and the draft list of projects (Table 3) as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment; and
- (2) Direct staff to forward both the programmatic and project lists to MTC by the May 27, 2011 deadline.

These programs and projects will be used by Alameda CTC and MTC staff respectively in the first round of evaluating transportation investments in the CWTP and the RTP to determine how they perform against adopted performance measures and targets including greenhouse gas reduction targets and a sustainable communities strategy target.

Summary

Since summer 2010, staff has been working through the Steering Committee and the Technical and Community Advisory Working Groups to update the Countywide Transportation Plan from which a potential Sales Tax Transportation Expenditure Plan will be developed. The results of the CWTP will be used to inform the Regional Transportation Plan (RTP) update that includes the development of the Sustainable Community Strategy (SCS) as mandated by AB 32 and SB 375. This item summarizes the concurrent RTP and CWTP Call for Projects and Programs process and outcomes and asks the Commission for several actions as summarized above.

Discussion

Call for Project Process

In support of the development of the RTP, MTC released a Call for Projects and Programs on February 14, 2011. As part of the Call, each Congestion Management Agency was requested to coordinate project submittals from its county and assist with public outreach. Because Alameda CTC is in the process of updating its CWTP and is developing a New Sales Tax Transportation Expenditure Plan, the same Call is also being used for these countywide planning purposes.

The CWTP update effort is concurrent with the RTP and will be used to inform the RTP. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by April 29, 2011. The CWTP-TEP Steering Committee is being requested to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list, with any modifications, is due to MTC on May 27, 2011.

Public Outreach

Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County, through the Alameda CTC administrative and advisory committee meetings, and through an on-line and in-person toolkit questionnaire. Over 1,600 people in Alameda County provided input on the CWTP-TEP either by participating in a workshop (188), receiving a presentation through the Outreach Toolkit (724), or participating online (693). Additionally, a telephone survey of Alameda County voters was done in March. A summary of the public participation and survey findings is found on the Alameda CTC website. The input received through the public outreach process was used in developing the draft lists of programs and projects recommended for evaluation in the CWTP and RTP.

Program and Project Screening

All programs and projects received from the public outreach process and applications submitted by public agency sponsors were divided into two groups:

- a) Programmatic: capital projects and programs that are not capacity increasing, are not subject to an air quality conformity analysis, and cannot be modeled
- b) Projects: capital projects that are capacity increasing, are subject to an air quality conformity analysis, and need to be modeled

This distinction is important because projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods.

The programs and projects were further divided in to two additional groups: (a) those with project sponsors and (b) those without project sponsors. Approximately, 300 project/program applications were received from project sponsors by the April 12, 2011 Alameda CTC due date. The programmatic categories (not the individual projects within them) and projects, shown in Tables 1, 2 and 3 and discussed in more detail below, were then screened to ensure they met the goals of CWTP and were of region wide or area wide significance. Programs and projects that do not have project

sponsors at this time are shown in Tables 4 (projects) and 5 (programs). The combined list of programs and projects shown in all five tables were circulated to Alameda CTC Committees and advisory groups in April in an effort to identify project sponsors. Many of the projects and programs without sponsors identified in Tables 4 and 5 are suggestions that could potentially be included in ongoing or future studies or are already included in existing plans (e.g., bicycle and pedestrian plans). These lists will be kept for reference throughout the development of the CWTP and staff will provide comments on which ones should be considered for future study at the May meeting. Note Table 5 also includes projects listed in the 2008 CWTP that are being dropped.

Screening Outcomes

Applications for a total of \$25.3 billion in programs and projects were received as follows: \$9.4 billion in programs, \$7.6 billion in countywide/local projects, and \$8.3 billion in regional projects. These amounts represent total cost of a project or program. As part of the Call, MTC assigned Alameda County an initial funding target of \$11.76 billion. This amount is combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late summer and are expected to be much less than the \$11.76 billion.

This means that for this first round of evaluation, there is flexibility to include Alameda County programs and projects in the performance assessment to determine how they perform and to identify the top performing programs and projects. For the initial evaluation, staff intends to evaluate all projects and programs in Tables 1, 2, and 3 in the CWTP-TEP analysis during the months May and June with results available for discussion in July. This process will be accomplished through the CWTP-TEP CAWG, TAWG and Steering Committee.

Concurrently, MTC will also be conducting a performance assessment of programs and projects for the RTP and has requested a list of projects and programs from Alameda County that fit within the \$11.76 billion funding budget. A draft RTP submittal, accepted by the CWTP-TEP Steering Committee, will be forwarded to MTC by the due date April 29, 2011 with the following components:

- For programmatic categories: As stated above, applications received for programmatic projects totaled \$9.4 billion and represented over 160 applications (Table 2). In the 2008 CWTP, approximately \$3.5 billion in funding was identified for programs. Staff estimated projected total need for each of the categories for informational purposes, which is approximately \$50.8 billion. Because programs support the development of the SCS, it was recommended that the amount of funding assigned to programs be doubled from \$3.5 billion to \$7.0 billion. This represents 60% of the \$11.76 discretionary funding target being assigned to the 15 program categories shown in Table 1 and the sample programmatic projects shown in Table 2. The distribution of the funding among the categories and which projects in programs should be funded will be determined as part of the evaluation of programs and projects being done for the CWTP and RTP in May and June.
- For countywide local projects: The total discretionary and vision funding request for the 84 projects is \$1.5 billion and \$4.0 billion respectively for a total request of \$5.5 billion. It was recommended that the remaining 40% or \$4.76 billion of the \$11.76 discretionary funding target be assigned to the countywide local projects shown in Table 3.

- For regional projects: It is recommended that these Bay Area Region/Multi-county projects be submitted to MTC separately. These 11 projects, submitted by regional agencies (e.g., BART, AC Transit, Caltrans), are shown in Table 3 and total \$8.3 billion of which \$765 million is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need.

Schedule and Next Steps

- April 29, 2011: Forward draft lists to MTC.
- May 27, 2011: After committee and advisory group review, forward final lists to MTC.
- May/June 2011: Using the projects and programs identified in this Call, conduct the first round CWTP evaluation of transportation investment packages with a land use scenario that is representative of an SCS. Concurrently, MTC will be conducting its performance assessment.
- July 2011: Present CWTP evaluation results.
- August 2011: Conduct second evaluation using a constrained land use and transportation network/policy scenario.
- September 2011: First draft of the CWTP and first preliminary Transportation Expenditure Plan list.
- Fall 2011: Public outreach and second draft CWTP and first draft TEP

Fiscal Impact

None.

Attachments

- Attachment A: Table 1. Draft Programmatic Category Estimate for Alameda County
- Attachment B: Table 2. Draft Public Agency Program Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
- Attachment C: Table 3. Draft Public Agency Project Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
- Attachment D: Table 4. Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects that have been dropped
- Attachment E: Table 5. Program Listings from Outreach Activities for which sponsors have not been identified

Table 1: DRAFT Programmatic Category Estimates
ALAMEDA COUNTY

Program Categories	Historical distribution*	2011 RTP/ CWTP Call for projects - Estimated Costs	Current Projection of need**
1. Bicycle and Pedestrian Program (RT ID# 240381) Includes county- and local-level bike and pedestrian improvements	\$397	\$599	\$2,600
2. Transit Enhancements, Expansion and Safety Program (RTP ID# 240382) Includes Alameda County share of systemwide improvements. Excludes elements of regional significance, i.e. ferry expansion	\$979	\$2,187	\$7,700
3. Transit and Paratransit Operations and Education Program (RTP ID# 240383) Includes estimates for operating shortfalls	\$665	\$1,650	\$23,000
4. Community Based Transportation Plan (CBTP) Implementation Program (RTP ID# 240384) Overlaps with bike, pedestrian, transit, TDM, local streets, and PDA program elements	\$25	\$1,286	\$500
5. Local Road Improvements Program (RTP ID# 240386) Overlaps with bike, pedestrian, transit, and PDA program elements	\$423	\$1,260	\$6,700
6. Local Streets and Roads Operations & Maintenance (O&M) Program (RTP ID# 240387) Based on MTC estimate of LSR O & M needs	\$0	\$828	\$2,800
7. Highway, Freeway, Safety and Non-Capacity Improvements Program (RTP ID# 240388) Based on Caltrans estimate of state highway needs	\$468	\$127	\$4,700
8. Bridge Improvements Program (RTP ID# 240389)	\$0	\$286	\$300
9. Transportation and Land Use Program (or PDA Program) (RTP ID# 240391)	\$138	\$823	\$1,000
10. Planning and Outreach Program (RTP ID# 240392) Includes potential planning studies for other categories, i.e. PDA, freight, TDM, etc	\$16	\$27	\$100
11. Transportation Demand Management (TDM) and Parking Management Program (RTP ID# 240393)	\$0	\$103	\$500
12. Goods Movement Program (RTP ID# 240394)	\$445	\$147	\$500
13. Priority Development Area (PDA) Support - Non-Transportation Program (RTP ID# 240395)	\$0	\$0	\$50
14. Environmental Mitigation Program (RTP ID# 240396)	\$0	\$0	\$50
15. Transportation Technology and Revenue Enhancement Program (RTP ID# 240397)	\$0	\$75	\$300
PROGRAMS SUBTOTALS	\$3,555	\$9,397	\$50,800
* Includes Measure B Expenditure Program, 2008 CWTP Committed Projects (Table 6.1) and Investments by Category (Table 6.8)			
** All figures rounded to nearest \$100M			

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
1. Alameda Countywide Bicycle and Pedestrian Program - RTP ID # 240381				
1A. Countywide Bike Plan Capital Projects network				
1	Countywide Bicycle Plan implementation			Implementation of projects and programs included in the updated Countywide Bicycle Plan
2	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)*		240347	Construct new segments and close existing gaps along three major trails within Alameda County: 1) Iron Horse Trail; 2) East Bay Greenway; and 3) Bay Trail. East Bay Greenway project includes acquisition of UPRR Right of Way north of Industrial Parkway in Hayward.
3	City of Berkeley Bay Trail Extension - Berkeley Marina	1	240207	Complete the Bay Trail Extension to provide an accessible 1.3 mile loop trail for bicycles and pedestrians from the main spine of the Bay Trail at West Frontage Road to the Eastshore State Park, Berkeley Marina, Bay shoreline, and the proposed Berkeley Ferry Terminal.
4	City of Dublin Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements)	4	240292	This project proposes to enhance the Iron Horse Trail located in the City of Dublin by constructing a pedestrian/bicycle bridge overcrossing at Dublin Boulevard
5	City of Dublin Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements)	4	240294	This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin.
6	City of Fremont Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Mitown in the Central Fremont PDA .
7	City of San Leandro East Bay Greenway/UPRR Rail to Trail*	2	240322	4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway
8	City of Hayward Tennyson Road Pedestrian/bike bridge*	2		Tennyson Road Pedestrian/bike bridge from Nuestro Parquecito to South Hayward BART station - Included in Bicycle Master Plan
9 IB. Countywide Pedestrian Plan Capital Projects network				
10	Countywide Pedestrian Plan implementation			Implementation of projects and programs included in the updated Countywide Pedestrian Plan
11	City of Pleasanton Pedestrian Gap Closure Projects over 580 and 680 - program	4	240189	580 pedestrian and bicycle Gap Closure project
1C. Local Bike & Pedestrian Plan Implementation				
12	Implementation of Local Bicycle and Pedestrian Plan projects and programs			Implementation of projects and programs included in local bicycle and pedestrian plans
13	Alameda County Sidewalk Improvements		240107	Sidewalk Projects at various locations in Alameda County unincorporated areas
14	City of Alameda Bike and Ped Infrastructure	1		Enhancing and maintaining bicycle and pedestrian infrastructure in the City
15	City of Albany Bike/ped expansion - Cleveland Avenue Improvements	1	240352	The project entails continuing the Class I bikeway from the 500 block of Pierce St. through the surplus parcel of land and connect it to the bike lanes planned for Cleveland Avenue. Included in this phase is the extension of the sound wall along the 500 block of Pierce St.

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16 City of Albany	Key Route Boulevard	1		Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress
17 City of Albany	Pierce Street Bicycle Bikeway*	1		Included in the update to the bike plan currently in progress
18 City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1		In the San Pablo Streetscape Plan and included in the update to the pedestrian plan currently in progress
19 City of Albany	Solano Avenue pavement resurfacing and beautification	1		Included in the Solano Avenue Plan and included in the update to the pedestrian Master plan currently in progress
20 City of Albany	Washington Avenue @ San Pablo	1		bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress
21 City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	240197	Implement Berkeley Pedestrian Master Plan, adopted 6/10. The Plan includes well developed conceptual plans, which include Safe Routes to Schools, and Safe Route to Transit elements.
22 City of Berkeley	Berkeley Bicycle Plan implementation, including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements)	1	240206	Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements
23 City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	This project includes the design and construction of a bike-ped bridge over the I-80 freeway at the location of the Ashby-Shellmound Interchange. Approaches to the crossover structure will connect to 65th Street on the east approach and to Frontage Road on the west approach.
24 City of Emeryville	Emeryville Greenway (Bicycle/Pedestrian Expansion)	1	240201	Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way).
25 City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	Improvement of pedestrian and bicycle connection to Central Park between Fremont Blvd and Paseo Padre Parkway, including re-alignment of flood control channel, pedestrian path, landscape, curb, and a bridge connection to Central Park.
26 City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	240262	Install a 5' wide walkway between Mission Blvd and Niles Blvd on the eastbound side Sullivan Underpass under the UPRR bridge. Reconfigure the intersections of Sullivan Underpass at Mission and Niles and install a new traffic signal at Mission.
27 City of Fremont	Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA	3	240287	Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
28 City of Fremont	Rails to Trails Fremont UPRR/BART Corridor Trail	3	240291	Construct a new bicycle and pedestrian trail within UPRR/BART Corridor right of way from Niles area (UPRR/Clarke Drive junction) in north Fremont to Fremont/Milpitas City limits in the south.
29 City of Hayward	Bike-Pedestrian Enhancements*	2	240016	<ul style="list-style-type: none"> • C Street – Grand to Filbert – narrow, increase sidewalk, construct median • C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane • Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane • Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area. • Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson

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30 City of Livermore	Bicycle/Pedestrian Expansion	4	240255	Implement projects identified in Bike and Ped Master Plan
31 City of Newark	Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation	3	240284	Pedestrian and Bicycle Master Plan Implementation
32 City of Newark	Bike/Ped Expansion: Dumbarton TOD Bay Trail Railroad Overcrossing*	3	240288	Dumbarton TOD Bay Trail Railroad Overcrossing
33 City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	240289	Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing
34 City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	240225	Completion of bicycle and pedestrian projects citywide. Work includes pavement resurfacing, construction of bulbouts, medians, pedestrian refuges, widened sidewalks, installation of new street furniture, streets trees and other enhancements.
35 City of Oakland	Bicycle/Pedestrian Expansion	1	240227	Completion of Bay Trail Projects in Oakland, including Bike/Ped bridge over the Lake Merritt Channel, and bike/ped access around existing bridges over the Oakland Estuary. Also includes bicycle/pedestrian connections to the Bay Trail from existing facilities.
36 City of Union	Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center	3	230100	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
37 City of Oakland	Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS)*	1		Improve safety along MacArthur Blvd between High Street and Seminary by altering lane widths, installing additional traffic signals, adding bike lanes, a path, and pedestrian crossings; move curb and gutter in sections of the street, relocate utility poles to provide ADA width sidewalks, provide retaining wall in one location.
1D. Bike Support Facilities - Capital & Operations				
38	Bike parking			Includes bike parking, storage and changing facilities, showers
39	Bikesharing			Implementation of bike-share programs
1E. Infrastructure Maintenance				
40	Maintenance of bike and pedestrian facilities			Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure
1F. Education and Promotion Program				
41	Promotion of biking and walking			Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc
42	Bicycle safety			Examples include Street Skills /Road 1 bike classes, and Share the Road campaigns
1G. Crossing Guard Program				
43	Crossing guard program			Support for crossing guard programs
2. Transit Enhancements, Expansion and Safety Program - RTP ID # 240382				
2A. Transit Capital Rehabilitation				

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44 ACE	Locomotive rehabilitation (6 locomotives, mid-life)		240307	Mid-life Overhaul of six (6) locomotives
45 ACE	Rail Car Rehabilitation (28 pax rail cars, mid-life)		240308	Mid-life overhaul of twenty-eight (28) passenger rail cars
46 ACE	Capital Spares, Minor Locomotive & Rail Car Rehabilitation		240310	Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives.
47 ACE?	Annual Preventive Maintenance costs for rail cars and locomotives.		240311	Annual Preventive Maintenance costs for rail cars and locomotives.
City of Emeryville	Transit Station Rehabilitation	1	240247	Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville.
City of Emeryville	Transit Vehicle Rehabilitation/Replacement/Retrofit	1	240251	Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles
50 ACE	Interoperable Communications Equipment		240297	This project will provide a scalable, cost-effective IP-based solution for quickly establishing communications between disparate systems in support of emergency response and day-to-day operations. Additional funding is being sought for Fremont and Great America.
2B. Transit Capital Replacement				
51 LAVTA	Transit Vehicle Rehabilitation/Replacement/Retrofit (197veh + 194 veh)	4	94527	LAVTA will need to replace 197 fixed-route vehicles and perform mid-life rehabilitations on 194 vehicles through 2040. This program is intended to provide funding for the Authority's fleet replacement and rehabilitation requirements. Vehicle replacement includes replacing all vehicle components including all ITS, fareboxes, radios, and equipment necessary for safe and efficient fleet operations.
2C. Vehicle Expansion				
52 AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		21154	Purchases rolling stock for enhanced transbay, local, or express services
53 ACE	ACE Vehicles		240314	Purchase of bucket truck for Maintenance Department. Purchase of tow-behind sweeper for Maintenance Department for parking lot and private roadway upkeep. Purchase of two (2) all electric vehicles with sufficient range to travel to and from San Jose with incidental stops at stations and vendors without recharging en-route or using any on-board fuel. Estimated range needed is greater than 200 miles after 10 years of normal battery usage.
54 BART	BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion)		240073	Purchase 225 additional cars to accommodate future increases in ridership.
2D. Safety and Security for Passengers and System (including seismic retrofit)				
55 AC Transit	Safety and security improvements*		230098	This project encompasses a number of capital elements to ensure AC Transit vehicles and facilities are safe and secure for the passengers, including: bus video and facility surveillance system with data storage; mobile communications vehicle; emergency generator systems at operating divisions; Emergency Operations Center Upgrades; Transfer Centers/Stop surveillance program; and "Hardening" upgrades to operating divisions and temporary Transbay terminal.
56 ACE	On-board Security Cameras		240275	On-Board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car.

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57 ACE	Security Cameras at the Alameda & SJ Stations		240295	IP-Based video surveillance system for all San Joaquin County stations, Vasco, Pleasanton, and Alameda County Stations.
58 BART	BART Security Program (Alameda County portion)		240072	Project will improve or enhance BART security to protect the patrons and the system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) weapons Detection Systems.
2E. Station and Stops Improvements (access, expansion and amenities)				
59 AC Transit	Livable Communities/Complete Streets/ADA		240373	Complete Streets improvements, including Livable Communities Ped Improvements, ADA curb cuts, ped countowns, improved sidewalks, signage and bike improvements along transit corridors. Includes: \$13.2 for Alameda County and \$1.8 for Contra Costa County
60 ACE	Information Display Kiosks at ACE stations & on-board rail cars		240240	Information displays and accompanying infrastructure to provide real time arrival and departure information for ACE and connecting transit/shuttle services. General information, announcements, and advertisements could also be accommodated.
61 ACE	ACE Station Improvements		240241	Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA-accessibility.
62 BART	BART Station Capacity (Alameda County portion)		240075	Makes station capacity improvements at 43 BART stations throughout the District. Types of improvements include faregate, stair, and elevator additions; and platform modifications, including platform widening, escalator additions, train-screens, and doors.
63 City of Berkeley	Downtown Berkeley BART Plaza and Transit Area Enhancements	1	240217	Complete construction of all elements of Downtown Berkeley BART Plaza improvements, including transit architecture (custom bus shelter, BART primary (rounda) & secondary entrance canopies), wayfinding signage, capacity improvements, and place-making through new hardscape, street furniture, public art, street trees, and low impact development features.
64 City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	240226	Construct capital expenditures for Berkeley WETA Ferry Terminal-associated landside improvements including roadway improvements, parking, lighting, traffic signal controls, surface transit infrastructure, bicycle and pedestrian infrastructure.
65 City of Oakland	Downtown (12th and 19th Street) BART Stations Transit Enhancements	1	240232	Downtown (12th and 19th Street) BART Stations Transit Enhancement. Enhance pedestrian and bicycle access to downtown BART stations through streetscape projects incorporating pedestrian enhancements, construction of safe basements underneath sidewalks, paving, sidewalks, bicycle facilities, bicycle storage and bike station development, and signage.
66 LAVTA	Bus Stop Improvements* Telegraph/International/E.14th ped improvements (non pavement)*	4	230148	LAVTA desires to improve bus stops throughout Dublin, Pleasanton, and Livermore to provide ADA access where access does not exist and improved amenities such as passenger shelters, benches, trash receptacles, system maps and schedules, solar lighting, accessibility upgrades, etc.
67 AC Transit				
2F. System capacity (to allow increased use of systems)				
68 AC Transit	Transit Management Systems*		240205	Computer Aided Dispatch Upgrades, including Automatic Vehicle Locator and Real Time Passenger Information. Bus enhancements including automatic passenger counters, internal text messaging and associated system upgrades required for enhancements to function.
69 ACE	Altamont Rail Corridor (Upgrades) Rehabilitation-Track, positive train control, and signaling upgrade		240305	Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors.

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70 ACE	Fiscal System modernization		240312	Includes cash registers, updated fiscal management software (Caselle Clarity), updated computers, and associated infrastructure
71 BART	BART Station Capacity (Alameda County portion)		240089	Make investments across BART system including train control modifications to operations control center and integrated control system; traction power upgrades, 3rd rail feeder cables, negative return capacity in yards, and 1/4 of traction power substations; ventilation in underground stations to handle increased passenger loads; crossovers can reduce fleet demand by 16-30 BART cars, while allowing for more operational flexibility (mitigation of delays, more frequent evening and weekend service).
2G. Maintenance Facilities Expansion				
72 AC Transit	Maintenance Facility Efficiency Upgrades		21159	Expand/enhance AC Transit facilities such as environmental sustainability projects, heavy equipment, IT infrastructure, other facility improvements.
73 LAVTA	LAVTA maintenance/operations facility	4	21151	Constructs a new maintenance facility. LAVTA has outgrown its existing facility. The current facility was designed for no more than 43 vehicles; both motorbus and demand response. The current LAVTA fleet consists of 75 motor buses and 18 demand response vehicles. The proposed facility would incorporate facilities and parking for up to 160 buses, which will equip LAVTA for the growth anticipated in the Tri-Valley.
74 LAVTA	Maintenance Facilities Improvements			LAVTA owns and maintains three main facilities: the administrative, operations, and maintenance facility, the Livermore Transit Center, and the Atlantis Satellite Bus Facility. As these facilities age, regular on-going maintenance, major and minor, is required to maintain the assets in a state of good repair. This program would provide on-going funding to maintain and extend the useful life of the Authority's three main facilities.
75 AC Transit	66th Ave Upgrade to Operational Facility		230151	
2H. Environmental Program				
76 AC Transit	Environmental projects			The project would be to reduce AC Transit's carbon footprint, as well as address other environmental issues associated with bus transit operations such as ZEBB fueling and maintenance facility.
77 AC Transit	Greening of Vehicles - environmental program			The program would also implement projects to reduce the energy currently used at operating facilities by installing solar panels to reduce the lighting costs for our facilities.
78 AC Transit	Alternative Fueling Facilities (D3,D6, CM/F)		230121	To address environmental issues currently facing the agency, the project would also include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems, including: upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination; continued efforts in preventing contaminants from entering storm water drains at facilities.
3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383				
3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)				

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79		Transit Operations			Maintain existing transit service , restore previously cut transit services, and expand existing and new transit services
80		Paratransit Operations (mandated and non-mandated)			Maintain and expand paratransit service operations
81	AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures		240372	Improves speed and reliability for bus transit on the College/Broadway/University/Alameda corridor. Includes queue jump lanes, transit signal priority, pedestrian amenities and improvements, safety and security enhancements, geometric improvements to assist bus operations and real-time passenger information.
82	ACE	UPRR Capital Access Fee		240274	As part of the second amendment to the SJRRC/UPRR Trackage Rights Agreement approved December 2003, an annual Capital Access Fee is required in January of each year to operate ACE trains on the 86 mile corridor.
83	ACTC	Transit enhancements, i.e. Transit Priority Measures		21992	Transit Priority Measures (TPM). Corridor or street improvements and rider amenities within Alameda County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership, such as: signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). Also includes single intersection-level improvements not included in a larger corridor projects.
84	City of Alameda	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART*	1	240077	Implement Rapid Bus Service from Alameda Point PDA via Webster Street, Lincoln Avenue, Tilden Way, Fruitvale Avenue Bridge (Miller Sweeney Bridge), and Fruitvale Avenue to Fruitvale BART Station.
85	City of Berkeley	Downtown Berkeley Transit Center	1	240179	Design and construct a Downtown Berkeley Transit Center, potentially including bus turn-around, boarding platforms, visitor information facilities, and safe pedestrian access to transit.
86	AC Transit	Foothill TSP - Transit Priority Measures			
87	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures			
88	AC Transit	Speed Protection in Urban Core			
89	City of Berkeley	I-80 Corridor Transit Service	1		Restore Service to 2009 Levels to Higher Density neighborhoods. Life line Service for low-income communities • I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan • West Berkeley Circulation Master Plan • AC Transit Service Plan
90		Adjustments to AC Transit Service	2		Per year, for service changes to routes 77, 84, 93, 97, 99 and new door-to-door service for South Hayward and Bayfair BART.

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91	Transit Service Restoration and Enhancement*	1		Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and 1R. Traffic signal transit optimization. * Transit-First Policy (Council Resolution 58,731-N.S.) * AC Transit Line 51 and 1R Studies
3B. Transit Fare Incentives				
92 ACE	ACE eTicketing		240253	Electronic fare collection system with seamless Clipper integration and associated infrastructure.
Alameda County Office of Education	Student Bus Pass*			Provide free bus passes to all middle and high school students in Alameda County
3C. Travel Training, Education and Promotion Programs				
94	<i>See under Section 10 Planning and Outreach, and Section 11 TDM</i>			
4. Community Based Transportation Plan (CBTP) Implementation Program - RTP ID # 240384				
	CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements			Includes (City of) Alameda CBTP, Central Alameda County CBTP, West Oakland CPTP, Central and East Oakland CBTP, and South and West Berkeley CBTP.
City of Emeryville	Lifeline Transportation	1	240209	Continue operation of the Emeryville Lifeline Transportation Program, a door to door shuttle called "8 to Go" for the duration of the Plan's funding cycle.
City of Emeryville	Regional Planning and Outreach - develop a CBTP	1	240242	Develop a Community Based Transportation Plan to: 1) provide reliable, safe, and affordable access to regional transit infrastructure in adjacent communities (Oakland and Berkeley) to residents of Emeryville; and 2) in collaboration with Oakland and Berkeley provide reliable, safe and affordable access to Emeryville jobs and retail destinations to the residents of West Berkeley and North Oakland, by addressing barriers to cross-jurisdictional, multimodal travel.
98	Explore a Role for the Alameda County Guaranteed Ride Home Program			
In Ashland, Cherryland and S. Hayward	Bicycle Parking	2		Operating Costs: \$0 - \$50/year per unit for maintenance; Capital Costs: \$200 - \$450 per bike rack unit; \$3000 per 8-10 unit bike lockers
In Ashland, Cherryland and S. Hayward	Bus Shelters	2		\$215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location
In Ashland, Cherryland and S. Hayward	Sidewalks in Cherryland	2		\$36,000,000. Operating Costs: Some maintenance costs; Capital Costs: \$500,000 per block

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In Ashland, Cherryland and S. 102 Hayward	Lighting	2		\$120,000. Operating Costs: \$42/year per unit (electric charge only); \$95 - \$120/year electricity and maintenance; Capital Costs: \$12,000 for a new light pole; \$2,000 - \$3,000 if light can use an existing pole and wiring
In Ashland, Cherryland and S. 103 Hayward	Bicycle Lanes	2		Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: \$30,000 per roadway mile for striping and signage
In Ashland, Cherryland and S. 104 Hayward	Bicycle Purchase Assistance	2		Operating Costs: program cost depends on available funds - \$20,000/year for administration as part of an existing program; Capital Costs: \$200/bicycle, lock, and helmet
in Central and E. 105 Oakland	Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects	1		\$1.7 million to \$8.9 million, depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving).
in Central and E. 106 Oakland	Improve bicycle connections to BART stations Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave (signing and striping and/or lane conversion projects)	1		\$37,500. The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately \$75,000 per mile. This project is 0.50 miles in length.
in Central and E. 107 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave. (signing and striping and/or lane conversion projects)	1		\$93,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed bicycle lane is 0.93 miles in length.
in Central and E. 108 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd (signing and striping and/or lane conversion projects)	1		\$132,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 1.32 miles in length.
in Central and E. 109 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street (signing and striping and/or lane conversion projects)	1		\$55,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 0.55 miles in length.
in Central and E. 110 Oakland	Coliseum BART to Bay Trail Connector Path*	1		\$2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass.
in Central and E. 111 Oakland	Bicycle Programs Offer Road I Courses to residents in the project area	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.
in Central and E. 112 Oakland	Bicycle Programs Provide funding for Cycles of Change program	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.

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In city of 113 Alameda	Implement Bus Stop and Shelter Improvements	1		\$220 per trash can (plus \$36 weekly per trash can for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually per shelter for maintenance) City of Alameda
In city of 114 Alameda	Improve the Pedestrian Experience in Alameda Point	1		\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Relief; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs
In city of 115 Alameda	Install Pedestrian Street Lights	1		\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing
In city of 116 Alameda	Improve Pedestrian Access between West Alameda and Oakland	1		\$5 million for a pedestrian barge (plus \$2.5 million annually for operation); \$40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube
In city of 117 Alameda	Increase Pedestrian Crossing Visibility and Safety	1		\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island
In city of 118 Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	1		\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes
In city of 119 Alameda	Create More Bicycle Lanes throughout Alameda	1		\$10,000 per linear mile
In city of 120 Alameda	Increase the Bicycle Capacity Onboard Buses	1		\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks
In city of 121 Alameda	Increase Bicycling Options for Youth and Low-Income Residents	1		Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.
In city of 122 Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$7 million, plus an annual cleaning cost of \$50,000
In city of 123 Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
In city of 124 Alameda	Increase Education Regarding Bicycling Routes and Safety	1		\$500 per wayfinding signage; \$10,000 for marketing material production (plus \$5,000 per printing); contributions toward the Cycles of Change annual budget of \$146,000
in city of Berkeley 125 in S. and W. Berkeley	Expansion of Berkeley Paratransit Services Taxi Scrip Program Bus Stop and Shelter Improvement	1		Shelters/benches at no cost; solar powered lighting \$700 to \$3,000 per stop/shelter; transit info. \$85-\$385 each
in S. and W. Berkeley	Improved Pedestrian Signal Timing	1		No cost, city staff can implement at no extra cost
in S. and W. Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		South and West Berkeley
in S. and W. Berkeley	Shared Roadway Pavement Markings	1		South and West Berkeley
in S. and W. Berkeley	Improved Pedestrian Lighting	1		\$768,000 to \$1,024,000

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in S. and W. 131 Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	1		South and West Berkeley
in S. and W. 132 Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	1		\$10,000 to \$20,000
in S. and W. 133 Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	1		\$400,000 to \$500,000
in S. and W. 134 Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Shared Roadway Pavement Markings on Class II.5 Bikeways and Traffic Circle Approaches)	1		See "Improved Crossings at Bicycle Boulevards"
135 in W. Oakland	Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood	1		
136 in W. Oakland	7th Street Streetscape Project - Phase I	1		West Oakland
137 in W. Oakland	Bike Lanes: Market Street	1		West Oakland
138 in W. Oakland	Bike Racks	1		\$150/rack
139 in W. Oakland	Cycles of Change	1		\$90,000 for two years for O&M
140 in W. Oakland	7th Street Streetscape Project - Phase II	1		\$5-6 million
141 in W. Oakland	Bike Lanes: Grand Avenue and 14th Street	1		Grand: \$200,000-\$250,000; 14th: \$500,000-\$800,000
142 in W. Oakland	Traffic Calming: Peralta Street : Design only	1		\$100,000 (design only)
143 in W. Oakland	Bikeway: Middle Harbor Shoreline Park	1		TBD: Part of multi-million roadway project that has not been designed.
144 in W. Oakland	Subsidized car sharing-W. Oakland	1		\$110K/Year
145 in W. Oakland	Comprehensive Transportation/Land Use Plan W. Oakland CBTP	1		\$150K
146 in W. Oakland	BART underground - W. Oakland	1		\$200-350M/miles
147 in W. Oakland	CBTP Project Implementation Assistance W. Oakland	1		\$15K
148	BART Noise Study			Reduce noise impacts for neighborhoods
149	BART Rail Grinding			Reduce vibration impacts on neighborhoods
150	Bus Shelters	2		One-time cost for forty shelters
151	Transportation Information on Cable Television	2		One-time cost to adapt existing video
152	Information Center	2		2 Communities (\$60K each per year) plus equipment (\$20K one-time)
153	Information at Stops and on Buses	2		Info at shelters for both equipment and materials
154	Bicycle Purchase Assistance	2		To provide 200 bicycles, the minimum to justify administrative costs is \$20K. per year
155	Bicycle Racks	2		5 per community (for 3 communities)
156	Medical Service Access (Taxi Return)	1		\$50k/year
157	BART Transit Village Parking	1		\$5K (community monitoring)

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5. Local Road Improvements Program - RTP ID # 240386				
158	Congestion relief			Congestion relief on local streets and roads
5A. Major Arterial Performance Initiative Program				
159	ACTC Arterial Performance Initiative Program		230224	Focus on Metropolitan Transportation System (MTS), a companion to MTC's Freeway Performance initiative. This would include improved mobility, management of the existing system and meeting environmental targets through signal interconnect, transit priority, incident management, traveler information and intersection improvements.
5B. Safety Improvements				
160	Safety improvements			Examples include rail crossings, roadway crossings, etc.
161	Grade separations			Grade separations at rail lines and major roadways for safety for auto/ bike / pedestrians
162	Alameda County Crow Canyon Road Safety Improvements Project	2	240094	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Road between E. Castro Valley Blvd. and the Alameda / Contra Costa county line.
163	Alameda County Patterson Pass Road Safety Improvements Project	4	240095	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Patterson Pass Road between Cross and Midway. The shoulder widening will make the roadway complete for bicyclists and pedestrians. The project construction would be completed in six phases.
164	Alameda County Tesla Road Safety Improvements Project	4	240096	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Tesla Road between Greenville Road and the San Joaquin County line. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases.
165	Alameda County Altamont Pass Safety Improvements Project	4	240097	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Altamont Pass Road between. The shoulder widening will make the roadway complete for bicyclist and pedestrians.
166	Alameda County Vasco Road Safety Improvements Project Phase II	4	240098	The project includes roadway realignment, shoulder widening, installation of median barriers along Vasco Road between Contra Costa County and the City of Livermore.
167	Alameda County Redwood Road/A Street Improvements (I-580 to Hayward city limits)	2	240111	The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road / A Street between I-580 and Hayward city limit. The project includes, wider sidewalk, bicycle lanes, median islands, and improve crosswalks.
168	Alameda County Redwood Road Safety Improvement Project (Castro Valley to Oakland)	2	240325	The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road between Oakland City limits and Buti Park in Castro Valley. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases.
169	City of Albany Local Road Safety - Marin Ave	1	240350	Marin Avenue is the primary east-west arterial serving residential and civic areas through the City and connecting to I-80/580 via Buchanan St. The proposed project entails implementing bulbouts at the intersections of Marin Avenue with the side streets to reduce the distance pedestrians have to cross the street, and implementing a median from the intersection of Marin and Cornell Avenues to the intersection of Marin and Evelyn Avenues.
170	City of Berkeley State Route 13/Ashby Avenue Corridor Improvements	1	240202	Enhance pedestrian and bicycle safety, provide Safe Routes to Schools and Transit, improve traffic safety on State Route 13/Ashby Avenue in Berkeley.

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171 City of Berkeley	Railroad Crossing Improvements	1	230116	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study.
172 City of Berkeley	Ashby/State Route 13 Disaster Resilience	1	240266	Undergrounding of utilities on Ashby/State Route 13 to ensure resiliency of emergency evacuation routes in the event of a disaster.
173 City of Fremont	Safety improvements at UPRR	3	240208	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way, and Nursery Ave.
174 City of Fremont	Vargas Road Safety Improvement Project from I-680 to the Vargas Plateau Regional Park	3	240265	Widening of Vargas Road from Pico Road to Morrison Canyon Road and widening of Morrison Canyon Road from Vargas Road to County Line to 18' wide paved road with 1' shoulder on each side and turnouts
175 City of Hayward	Tennyson Road Grade Separation	2	240055	Construct an underpass on Tennyson Road between Whitman and Huntwood Avenues
176 City of Newark	Central Avenue Railroad Overpass	3	21103	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.
177 City of Newark	Mowry Avenue Railroad Overpass	3	240273	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark.
178 City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	240221	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings.
179 City of Oakland	Local Road Safety	1	240222	Street Realignments, signal modifications, intersection modifications, guardrail installation, shoulder construction and other measures to increase the safety of existing roadways.
180 City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	1	240279	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development
181 City of Oakland	Melrose - Coliseum District Street Reconstruction (formerly Oakland Coliseum Transportation Infrastructure Access Improvements?)	1	240290	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities.
182 City of Pleasanton	(Local Road Safety) Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks	3	240286	Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks
183 City of San Leandro	Lake Chabot Road Stabilization (Chabot Ter to Astor Dr)	2	240306	Road embankment stabilization from Chabot Terrace to Astor Dr in San Leandro
5C. Street-scape Improvements				

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184, Alameda County	Castro Valley Streetscape Improvements Project Phase II	2	240102	To create a safe, comfortable and attractive pedestrian main street for downtown Castro Valley, a series of street improvements along Castro Valley Boulevard between San Miguel and Strobridge. Calm the traffic environment by reconfiguring traffic lanes and providing on-street parking with shared bicycle access while still maintaining adequate traffic capacity on the Boulevard. Create a beautiful and inviting pedestrian environment that will encourage the community to access Castro Valley Boulevard for shopping, dining and entertainment by providing widened sidewalks with ample seating areas, a canopy of street trees and planter beds, landscaped bulb-outs, street furnishings and gateway markers.
185 Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III*	2	240103	E. 14th Street/Mission Blvd. (Route 185) Streetscape Improvement Project extends from 162nd Avenue to Rufus Court (Hayward City Limit). The project features include new wide sidewalks, transit stop improvements, intersection bulb-outs, landscaping, and raised medians.
186/Alameda County	Hesperian Blvd Streetscape Improvements Project	2	240104	The project includes installing wider sidewalks, reducing travel lanes, improving transit facilities, planting street trees, constructing medians, and enhancing pedestrian lighting along Hesperian Blvd. between San Leandro city limit and Hayward city limit
187 Alameda County	East Lewelling Blvd. Streetscape Improvements Project Phase II	2	240110	The project includes wider sidewalks, bicycle lanes, median islands, and landscaping along E. Lewelling Blvd. between Mission Blvd. and Meekland Avenue.
307 City of Alameda	Shoreline Drive streetscape; and bicycle, transit, and pedestrian access improvements	1	240080	Provides an enhanced Class I bike path with a landscaped median and gateway features on and near Shoreline Drive. Improved landscaping and gateway features . Improved bus stops, bicycle parking and pedestrian scaled lighting. The project also includes constructing an enhanced bicycle/pedestrian bridge on Bay Farm Island to replace the existing "Wooden Bridge", which was built in the early 1980s.
188 City of Albany	State Highway Preservation (San Pablo Ave?)	1	240354	The proposed project entails implementing median, sidewalk and crosswalk improvements to make this roadway easier to navigate for pedestrians and to create a more enticing environment that attract pedestrian oriented businesses.
189 City of Fremont	Fremont Boulevard Streetscape Project	3	240257	The Centerville PDA is one of the key locations in the City's vision to become "strategically urban" and Fremont Boulevard streetscape improvements is one of the highest-priority implementation measures in the entire Framework Plan. The City seeks funding for the following changes to Fremont Boulevard in order to promote an attractive pedestrian area and "complete street" in the heart of the Centerville PDA surrounding the Centerville Train Station: narrowing lane widths/eliminating travel lanes, introducing on-street parking to slow traffic; adding bulbouts, crosswalks, medians, and landscaping; adding new street furniture, street lighting, and signage; adding bike lanes and bicycle parking.
City of San Leandro	San Leandro East 14th Street Streetscape Improvements*	2	240270	Streetscape Improvements along East 14th Street
City of San Leandro	San Leandro City Streetscape Improvements	2	240271	Pedestrian, bicycle, streetscape, transit center, traffic safety, signal and parking improvements to support Transit Oriented Development along major travel corridors in San Leandro including MacArthur Blvd, Marina Blvd, Bancroft Drive, W. Juana Ave and Davis Street.

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5D. Coordination with Freeways				
192	Better coordination between freeway and local streets			Improve connections between local streets and freeways
193 City of Berkeley	I-80 University Ave interchange - Study	1	240164	Study and develop design of a full interchange for Interstate 80/580 at University Avenue in Berkeley to enable eastbound I-80 vehicles to exit and travel westbound.
5E. Complete Streets				
194	Complete Streets - implementation			Implementation of Complete Streets to improve mobility for all modes: transit, bike, walking, driving
195 AC Transit	Bicycle/Pedestrian Enhancements on East Bay BRT corridor (non-transit elements)		240371	Provides bike/ped improvements, street-scape elements to support BRT on Telegraph Avenue/International Blvd./E.14th street. Includes non-transit ped bulbs, lighting, curb cuts and other related improvements. Does not include transit elements, but supports project: # 22455
196 City of Berkeley	Local Streets and Roads O&M	1	240224	Rehabilitate and repair local streets and roads in Berkeley following Complete Streets policies, including street resurfacing, preventative maintenance, sidewalk repair and replacement, ADA curb ramp installation, bus pad installation and low-impact development Green Streets elements where feasible.
197 City of Berkeley	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	1	240228	Berkeley Complete Streets Road Network Improvements. Restore 1-way streets to 2-way operation per Southside Plan. Reconfigure Shattuck Avenue in Downtown Berkeley for continuous 2-way traffic on west leg of Shattuck Square per Downtown Plan. Implement West Berkeley Circulation Master Plan. Study and develop reconfiguration designs for Adeline per UC Berkeley Study.
198 City of Dublin	Iron Horse bicycle, pedestrian and transit route	4	21460	A bicycle/pedestrian/roadway and transit lane in existing Alameda County right-of-way between the East Dublin BART station and Dougherty Road and widening of Dougherty Road from Scarlet Drive to North City Limit to accommodate transit and bicyclists. Environmental review and preliminary engineering is complete.
199 City of Oakland	Route 24 /Caldecott Tunnel Enhancements -Settlement Agreement projects	1	230171	Intersection improvements, bicycle and transit access improvements and soundwalls on Route 24 in Oakland
200 City of Berkeley	Complete Streets: Roadway Network Improvements	1		Southside roadway reversion to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulation Master Plan. Adeline/Ashby corridor. Comments: • Critical Initiative #4 - Southside Plan Implementation • Critical Initiative #1080 - Downtown Plan • Critical Initiative #1041 - West Berkeley Circulation Master Plan • Departmental Initiative #936: Traffic Signal Priorities
5F. Traffic calming				
201 City of Hayward	Local Road Safety	2	240029	A lump sum to implement various traffic calming measures on local residential streets
202 City of Oakland	Harrison-Oakland Avenue Major Street Improvements	1	240278	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.
5G. ITS/Signals				

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203	ITS/SMART Corridors			Ongoing implementation
City of San 204 Leandro	Traffic Signal Systems Upgrade	2	230198	Provides citywide traffic signal system elements to provide an ITS including new controllers, system communication, facilities, detection, upgrades and relocations, emergency vehicle preemption, speed, level of service monitoring along with advance detection and implementation of Adaptive Traffic Control on critical corridors of Hesperian Bl, Washington Av, San Leandro Bl, Marina Bl, Doolittle Dr, Bancroft Av, Davis St and East 14th St. and all arterials.
5H Signage				
205	Wayfinding Signage			Installation of effective wayfinding signage
6. Local Streets and Roads Operations & Maintenance (O&M) Program - RTP ID # 240387				
6A. Pavement Rehab				
206	Pavement rehabilitation			Pavement rehabilitation and resurfacing to meet local PCI targets
207 Alameda County	Pavement Rehab		240108	Pavement Rehabilitation at various locations in Alameda County unincorporated areas
City of San 208 Leandro	San Leandro Local Streets & Roads Rehabilitation Project	2	240302	Rehabilitate San Leandro streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation to attain a minimum PCI average of 69.
209 City of Albany	Buchanan Overcrossing	1		Rehabilitation, includes resurfacing and traffic improvements
6B. Maintenance / Operations				
210	O& M for local streets and roads			Support maintenance and operations of local streets and roads infrastructure
211 City of Albany	Local Streets and Roads O&M (Solano Ave btw Masonic and Berkeley city limit)	1	240342	Solano Avenue is centrally located in Albany and is one of the two main commercial districts in the City. In 1995, the City rehabilitated the pavement and added streetscape and pedestrian improvements to the segment between San Pablo Avenue and Masonic Avenue (west of the BART track). This project entails pavement resurfacing and implementation of pedestrians improvements, such as bulb outs at intersections, curb ramps, and visible crosswalks at selected intersections along Solano Avenue from Masonic Avenue to the Berkeley City Limit.
212 City of Albany	Local Streets and Roads O&M	1	240343	Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes.
213 City of Livermore	Local Streets and Roads O&M	4	240298	Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11 Pavement Management Update Report
214 City of Newark	Local Streets and Roads O&M	3	240285	Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, restriping, base failure repair, etc.
215 City of Oakland	Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	230169	Provides ITS elements including new controllers, signal interconnect/coordination, transit priority, speed and level of service monitoring, real time arrival information, CCTV, incident management, and emergency vehicle preemption along Hegenberger Road, 73rd Avenue, 98th Avenue, East 14th Street, International Boulevard, San Leandro Street, High St, MacArthur Boulevard, Telegraph Avenue and Broadway.
216 City of Oakland	Non-Capacity Increasing Local Road Rehabilitation	1	240219	Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation

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217	City of Oakland	Local Streets and roads O&M: Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance	1	240220	Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance
6C. ITS					
218		SMART corridors coordination			Ongoing program operation
219	City of Livermore	I-580 SMART corridor (Local Streets and Roads) O&M - Livermore share	4	240300	Livermore's share of I-580 Smart Corridor operations and maintenance plus local coordinated signal systems
220	City of Alameda	O&M / ITS	1		Enhancing and maintaining street system in the City. This funding will also provide maintenance needs for ITS infrastructure and transit needs at bus stops.
7. Highway, Freeway, Safety and Non-Capacity Improvements Program - RTP ID # 240388					
7A Interchange Improvements					
221	City of Emeryville	I-80 Ashby Interchange	1	240318	I-80 at Ashby Avenue - Reconstruct the Ashby Avenue Interchange. The proposed interchange elements include construction of a new bridge to replace the two existing bridges and construction of two roundabouts.
222	City of Emeryville	I-80 / Powell Street Interchange Bus stops	1	240320	I-80 EB Powell Street Off-ramp Bus Bay or Additional Lane - Construct bus bays on the I-80 EB off-ramp to Powell Street and on Frontage Road near the intersection of Powell Street and Frontage Road. Optionally, the EB off-ramp may be widened to provide an additional right turn lane onto Powell Street.
223	City of Hayward	I-880/A Street Interchange Reconstruction	2	240047	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.
224		I-580 Fallon interchange improvements	4		
225		I-580 Hacienda interchange improvements	4		
7B Operations incl. Ramp Metering					
226		Congestion relief			Ongoing program for congestion relief on/for freeways/highways
227		Safety improvements			Ongoing program for safety improvements on/for freeways/highways

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228 ACTC MTC	Central Alameda County Integrated Corridor Mobility Program and Adaptive Ramp Metering Integrated Corridor Mobility I-880 project (580/80/880 to SR-237) – and South County LATIPs)		230091	For the I-880, I-238 and I-580 corridors in the Central County Freeway Study, install traffic monitoring (CCTV, CMS, vehicle detection systems), emergency vehicle priority, transit signal priority, adaptive ramp metering, ramp metering stations, ramp metering HOV bypass lanes, trailblazer signs, integration of arterial traffic signals, communication networks within the study limits.
7C Maintenance				
229	Maintenance of state highways			Maintenance of state highways and freeways
7D Soundwalls				
230 ACTC	Soundwalls		98208	Fulfills a countywide programmatic set aside to construct soundwalls
231 ACTC	Soundwalls - Central Alameda County Freeway Study	2	230094	To provide funds to construct soundwalls in the Central Alameda County Freeway Study area corridor at locations that are not associated with a specific LATIP project.
232 City of Berkeley	I-80 Aquatic Park Soundwall	1	240252	Construct innovative soundwall on Interstate 80/580 at Aquatic Park between University Avenue Interchange and Ashby Avenue Interchange.
7E Freeway Service Patrol				
233	Freeway Service patrol			Ongoing operation of the regional Freeway Service Patrol tow-truck service
7F ITS				
234	Maintenance of state highways			Maintenance of state highways and freeways
8. Bridge Improvements Program - RTP ID # 240389				
8A Bridge Replacement				
235 Alameda County	High Street Bridge Replacement Project*	1	240099	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Marina Drive in Alameda and Tidewater Avenue in Oakland
236 Alameda County	Park Street Bridge Replacement Project*	1	240100	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland
237 Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	2	240324	Retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.
8B Bridge Expansion and Maintenance				

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238 City of Pleasanton	Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit)	4	240175	Bernal Bridge (west) second bridge construction.
8C Bridge retrofit and repair				
239 City of Alameda / Alameda County	Fruitvale Avenue Lifeline Bridge Project (rail and roadway)	1	240101	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated transit lanes, bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland

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8D Bridge Operations				
240 Alameda County	Estuary Bridge Operations	1	240105	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges that connect the City of Oakland and the City of Alameda.
9. Transportation and Land Use Program (or PDA Program) - RTP ID # 240391				
241	TOD / PDA - implementation program			Develop PDA, TOD and GOA plans and implement plan recommendations
242 ACTC	CEQA Mitigation Toolkit (for land use)			Develop a toolkit for land-use development that supports SCS
243 ACTC	TOD-streetscape: Telegraph/International Boulevard*	multi		
244 Alameda County	Castro Valley BART TOD	2		Combines parking, smart growth / TOD, transit connectivity, bicycle / pedestrian, signage and other access modes essential to meet growing demand for BART services. Prices are broad brush, but comprehensive station plans in tandem with VTA's BART capacity study will give better definition to this large project over time.
245 BART	Station Access projects (Alameda County portion)		22675	
246 City of Alameda	West End Transit Hub	1		Implement the San Pablo Avenue Public Improvements Plan in Berkeley to support focused growth along designated Priority Development Area corridor.
247 City of Berkeley	San Pablo Avenue Public Improvements	1	240214	To provide necessary infrastructural investments to support focused growth in Transit-Oriented Developments in Berkeley, including Downtown Berkeley and the Ashby BART Station, and all of Berkeley's designated Priority Development Areas.
248 City of Berkeley	Transit-Oriented Development Access Infrastructure	1	240321	This program consists of street improvements and pedestrian enhancements within Downtown Dublin (a Priority Development Area) to support and encourage transit oriented development within walking distance of the West Dublin BART Station.
249 City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program*	4	240267	Fremont's 110-acre Midtown District is planned as the heart of the Central Fremont Priority Development Area (Central PDA), a mixed-use transit-oriented district located between the Fremont BART Station and the Fremont Boulevard transit corridor. Currently, the Midtown district street network does not fully support the planned future uses: a new street (referred to as "New Middle Road") and the extension of another street (Capitol Ave. from State Street to Fremont Blvd.) are necessary to provide connectivity and to reduce block lengths to a comfortable walking distance. This project proposes to construct the two new street segments and associated streetscapes, and to upgrade the streetscape along the existing length of Capitol Ave. with enhanced landscaping, paving materials, street furniture and streetlighting. This attractive public space will encourage pedestrian activity and serve as the cultural, civic, and entertainment center for Fremont over the next 20 years.
250 City of Fremont	Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA	3	240258	
251 City of Livermore	PDA Enhancement / Regional Air Quality and Climate Protection Strategies	4	240256	Construct public infrastructure and enhancements to support TOD in the PDAs

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252 City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	240293	Provide funding for infrastructure support to Priority Development Areas, including the City of Newark's Dumbarton TOD Project.
253 City of Newark	Dumbarton TOD/Bay Trail Connectivity Pedestrian and Bicycle Railroad Crossing	3		
254 City of Oakland	Coliseum/Oakland Airport BART Transit Enhancements (Coliseum BART parking structure)	1	240230	Transit Village - Coliseum/Oakland Airport BART. Construction of structured parking to replace current surface lot at the BART station. Reconfigured and expanded connections between BART/Oakland Airport Connector/Capitol Corridor/Oakland Coliseum Arena.
255 City of Oakland	West Oakland PDA/TOD Transit Enhancements*	1	240231	West Oakland PDA Transit Enhancement. This project includes improvements to all modes, including streetscape, bike and ped access, and infrastructure enhancements to encourage development and reuse around the West Oakland BART station and environs.
256 City of Oakland	Fruitvale/Diamond PDA: Transit Enhancements*	1	240233	Fruitvale/Diamond PDA Transit Enhancements - Streetscape improvements including pedestrian-scaled lighting, Sidewalk and pedestrian crossing improvements, landscaping, bus shelters, and bicycle facilities.
257 City of Oakland	Eastmont Transit Center PDA: Transit Enhancements	1	240234	Eastmont Transit Center PDA - planning and construction of bicycle, pedestrian and transit improvements at the Eastmont Transit Center and along major bus route corridors along 73rd Avenue, MacArthur Boulevard, Foothill Boulevard and Bancroft Avenue within the PDA.
258 City of Oakland	MacArthur BART Station PDA/TOD: Transit Enhancements*	1	240235	MacArthur BART Station Priority Development Area - enhanced bicycle, pedestrian, and transit connections to the BART station within the PDA boundaries. Projects include streetscape improvements on Telegraph Avenue, Martin Luther King, Jr. Way, and West MacArthur Boulevard, and bicycle connectivity improvements. Lake Merritt BART Specific Plan Implementation: Upon completion of the Specific Plan, numerous improvements will be required to re-connect the component areas of the study through multiple transportation improvements: Chinatown, Lake Merritt BART station area, Laney College, Oakland Museum, Jack London Square area, and the Estuary. Probable projects include bicycle lanes and paths, transit circulators, improved and redesigned streets, bridges, and streetscapes, sidewalks, and a possible parking garage. Because the Plan is not yet complete, we recommend a placeholder of \$5 million in the CWTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests.
259 City of Oakland	Lake Merritt BART Specific Plan Implementation.: Transit Enhancements*	1	240236	
260 City of Oakland	Broadway Valdez Specific Plan Area Transit Access Improvements	1	240323	Broadway Valdez Specific Plan Area Transit Access Improvements.
261 City of Oakland	TOD: 19th Street BART*	1		

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262 City of San Leandro	Downtown San Leandro TOD*	2	240269	This project constructs street and pedestrian improvements in the Downtown San Leandro TOD area to encourage transit oriented development within walking distance to the downtown core, San Leandro BART and East 14th Street.
263 City of San Leandro	Bay Fair BART Transit Village (TOD)	2	240296	This project constructs street and pedestrian improvements in the Bayfair BART PDA area to encourage transit oriented development within walking distance to the Bayfair BART Station, Bayfair Mall, Hesperian Blvd and East 14th Street.
264 in Berkeley	Asbhy BART TOD & Station Capacity Expansion*	1	230135	Develop Transit Oriented Development on west parking lot of Ashby BART Station, including supportive, workforce, and affordable housing, replacement BART parking, improved bike, ped, and transit access, BART Capacity improvements include new escalators.
10. Planning and Outreach Program - RTP ID # 240392				
10A Planning Studies and Implementation				
265	Planning studies for corridors, specified areas, programs and projects			Ongoing program. Examples of potential studies include: corridor studies, PDA/GOA plans, freight movement, etc
266 ACE	Altamont Corridor Acquisition & Development/Short Haul Freight (Planning and Environmental phase)		240276	Contributes local share of continuing the planning and environmental work after the HSRA funded the first 20 months of the project team effort. Given the state budget crisis, HSRA funding for this Phase II Corridor is unlikely. This funding would move the project from the Alternative Analysis to the final stages of the EIR/EIS.
267 ACE	Marketing strategies study		240299	Marketing Strategies Study identifying what keeps commuters in their cars and out of public transit. Similar to the Caltrans license plate study, the Altamont Commuter Express seeks to gain a deeper understanding of why commuters continue to drive over the Altamont Pass amongst some of the most congested highways in California instead of taking alternative modes of transit. This study would identify deep consumer insights to help ACE develop and implement effective marketing and communication strategies aimed at digging deeper into the commuters' thoughts and feelings about their car, public transit, traffic congestion, etc. This study will identify the deep mental and emotional universal orientations that structure and guide how people think, feel, and act with regard to commuting.
268 ACE	Northern California Mega Region Rail Plan		240301	This plan will examine how current and planned rail systems (ACE, BART, CalTrain, Amtrak San Joaquins, Amtrak Capitol Corridor, SMART, CAHSR) integrate with each other, other modes of transit, the transportation network, and land use patterns.
269 City of Berkeley	West Berkeley Circulation Master Plan Implementation	1	240229	Implement multi-modal access and circulation projects identified in West Berkeley Circulation Master Plan and West Berkeley Project Environmental Impact Report.
10B Promotion/Outreach about Transit, Bike, Walk, Multimodal Access (incl SR2T)				
270	Outreach/Promotion/Education			Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs

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10C Multi-Lingual Educational Materials				
271	Multi-lingual outreach			Creating non-English (and culture-sensitive) versions of transportation marketing and education materials
10D School Promotion				
272	Outreach to schools/ students			Outreach to schools and school districts for promoting alternative modes, as well as coordination in land-use/ PDA development
11. Transportation Demand Management (TDM) and Parking Management Program - RTP ID # 240393				
11A Parking programs				
273	Parking programs / projects			Parking upgrades (infrastructure, equipment)
274	Parking Management/Policies			Parking policies, demand management, pricing, unbundling, etc
275	Downtown Berkeley Transit Center Parking Facility	1	240215	Replace Center Street Garage with new public parking facility to serve the Downtown Berkeley BART Station and proposed Transit Center. The Downtown Berkeley Transit Center Parking Facility will serve visitors to Berkeley and travellers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles.
276	Parking Management	1	240239	Completion of a parking management plan incorporating market based pricing and regular review of parking occupancy and pricing to best serve parking demand. Installation of modern single space and multi-space meters, directional signage, automated occupancy detectors, and other appropriate technology.
277	Park and Ride construction on Bernal Avenue	4	240165	Construction of a 100 stall park and ride facility adjacent to the Bernal at I-680 interchange
11B Transit Cards				
278	Transit cards			Examples include Clipper card, Discounted fares, multi-purpose smartcards, etc
11C School Programs				
279	Safe Routes to School implementation			Ongoing program implementation
280	Local Road Safety - Neighborhood Traffic Safety Program and Safe Routes to Schools programs	1	240223	Neighborhood Traffic Safety Program and Safe Routes to Schools programs. Includes school safety and neighborhood traffic reviews and public education and crossing guards, as well as installation of hardscape traffic calming devices (bulbouts, pedestrian safety refuges, etc)
281	In city of Alameda Expand the Safe Routes to Schools Program	1		
11D GHG Reduction				
282	GHG reduction			Supports local Climate Action Plans, SCS, or addresses sea-level change
11E TDM (i.e. GRH, 511)				
283	Guaranteed Ride Home Program			Ongoing program implementation
284	Develop Countywide TDM/parking guidelines/ technical assistance program			

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285 City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	230122	Enlarge Berkeley's pilot Value-Priced Parking and Transportation Alternatives TDM Program. Elements include upgrades to parking meters, occupancy analysis, demand-responsive pricing, enhanced enforcement, 511 Park info and wayfinding signage. Coordinated with marketing, transit passes, carsharing expansion, bikesharing, bike/ped and other TDM programs.
286 City of Oakland	Transportation Demand Management (Downtown)	1	240238	Downtown TDM program, including operating support for free downtown shuttle circulator (The "Free B"), TDM coordination, funding of employee Transit Pass programs, and other TDM strategies, and planning for future downtown mobility improvements
11F Pricing Programs				
287	Pricing programs			Examples include congestion pricing, HOT lanes, variable parking fees
11G Shuttles, Streetcars - Alternatives to Fixed Transit				
288	Shuttles			Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program
289 ACE	ACE Connecting Shuttle Services		240303	Provides connecting shuttles to move ACE passenger to either other modes of transit or to their ultimate destination. Partnership with VTA, LAVTA, CCCTA, and private providers to shuttle ACE passengers to employment centers closing the 'last mile' of their commute.
290 in Oakland	Senior Shuttle Expansion	1		City of Oakland or Bay Area Community Services (BACS) O&M Costs \$85K/year
291 in W. Oakland	Youth library shuttle-W. Oakland	1		\$50-60K/Year
11H Carsharing				
292	Carsharing			
293	Auto Loan Program - CBTP element			
11i Education and Marketing				
294	Education and Marketing			Examples include real-time transit information, 511, etc
11J Travel Training				
295	Travel training			Programs to educate people how to use transit, tailored to their needs
12. Goods Movement Program - RTP ID # 240394				
296	Goods Movement Program			Improvements in support of freight transportation to support economic vitality
12A Truck Parking				

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297 ACTC	Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study)		230117	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA.
12B Port Operations Improvements				
298 Port of Oakland	Shore power for ships at the Port of Oakland	1	240190	Install electric utility infrastructure throughout the Port's marine terminal area to provide shore-side power connections that allow vessels at-berth to turn off their diesel auxiliary engines.
12C Truck Impacts to Local Streets - Improvements For				
299 City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	1	240280	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.
12D Truck Routing				
300 City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation	1	240237	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement.
12E Freight Operations Improvements (rail, roads, port)				
301	Truck Services at Oakland Army Base (ROW)	1		\$20 million (land costs only)
13. Priority Development Area (PDA) Support - Non-Transportation Program - RTP ID # 240395				
302	Non-transportation infrastructure in PDAs			Includes utilities, sewers, drainage to support development in PDAs
14. Environmental Mitigation Program - RTP ID # 240396				
303	Environmental Mitigation for major projects			Examples include off-site mitigations, banking
15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397				
304 Stopwaste.org	Transportation Energy from Waste			
305	Alternative and sustainable fuel sources - use of			
306	Alternative Fuel stations - comprehensive network of			

TABLE 3 - Draft Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects for Alameda County									
#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
COUNTYWIDE LOCAL PROJECTS									
1	AC Transit	AC Transit East Bay Bus Rapid Transit (BRT)	Makes major transit improvements to the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include: dedicated lanes, traffic signal priority, new transit stations, boarding platforms, pre-paid boarding. Provides for major transit improvements to one of the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include queue jump lanes and peak period travel lanes, traffic signal priority, new transit stations or boarding platforms, real-time passenger information and rider amenities.	Bus rapid transit	multi	\$211.0	38.7	0	173.1
2	AC Transit	AC Transit Grand-MacArthur BRT	To expand AC Transit transfer centers for express and local bus service in Central Alameda County (including Park and Ride lots near Southland Shopping Center or Chabot College) and Northern Alameda County (including downtown transit center at Center/Shattuck in Downtown Berkeley).	Bus rapid transit	1	\$36.0	3.6	33	0
3	AC Transit	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	Constructs HOV/HOT lanes on I-680 from Route 237 to Route 84 in Santa Clara and Alameda Counties, including ramp metering throughout the project limits.	Local bus	1,2	\$40.0	10	30	0
4	ACTC	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)		Freeway	3	\$203.6	0	182.1	21.5
5	ACTC	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	Construct a HOV/HOT lane on I-680 from Route 84 to Alcosta Blvd	Freeway	4	\$136.4	0	136.4	0
6	ACTC	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	Constructs HOV/HOT lane on I-680 from Alcosta Blvd to Route 84	Freeway	4	\$136.4	0	136.4	0
7	ACTC	I-580 WB Express Lane from Greenville Road to Foothill Blvd	Convert the I-580 Westbound HOV Lane to an Express Lane Lane from Greenville Road in Livermore to San Ramon Rd./Foothill Rd in Dublin/Pleasanton. Access limited to designated ingress/egress points.	Freeway	4	16.5	0.0	12.1	4.4
8	ACTC	I-580 widening for HOV and Aux Lanes EB from Hacienda Rd to Greenville Rd and WB from Greenville Road to Foothill/San Ramon Rd	Widen I-580 in both directions to add HOV and auxiliary lanes.	Freeway	4	\$291.3	0	0	291.3
9	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 1 lanes between I-238 and Hegenberger	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1. Both phases would be converted to HOT lanes. Phase 1 includes two additional LATIP projects that would be done concurrently with the HOV/HOT lane extension: Washington Avenue Interchange improvements and bridge widening and I-238 Northbound Connector Project.	Freeway	1, 2	\$207.6	30	177.6	0
10	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 2 -lanes north from Hacienda Ave	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1.	Freeway	2	\$68.4	0	68.4	0

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Identified (\$ in millions)
11	ACTC	SR 84 / I-680 interchange and SR 84 Widening*	Construct interchange improvements for the Route 84/I-680 Interchange, widen Route 84 from Pigeon Pass to I-680 and construct aux lanes on I-680 between Andrade and Route 84.	Freeway	3	\$244.0	0	244	0
12	ACTC	I-238 HOV/HOT lane	Widen I-238 between I-580 and I-880 from 6 lanes to 8 lanes to accommodate an HOV/HOT lanes in both directions. Project would include HOV/HOT connectors at the I-238/I-880 and I-238/I-580 interchanges.	HOV/HOT Lane	2.4	\$216.0	0	216	0
13	ACTC	I-580 EB Express (HOT) Lane from Hacienda Road to Greenville Road	Convert existing eastbound HOV lane to a two lane Express Lane Facility.	Freeway	4	\$19.0	0	0	19
14	ACTC	I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Freeway	4	\$40.0	0	0	40
15	ACTC	East-West Connector Project in North Fremont and Union City	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Major arterial	2	\$190.0	83.3	0	106.7
16	ACTC	I-580/I-680 Improvements (NB I-680 to WB I-580)	Provide a northbound 680 to westbound 580 connector and widen the existing westbound I-580 to southbound I-680 loop ramp as a first phase of the interchange improvement project. Includes EB BART bus ramp.			528.0	0.0	528.0	0.0
17	ACTC	I-880 at 23rd/29th Avenue interchange safety and access improvements	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a soundwall.	Freeway	1	\$97.6	3.3	0	98.5
18	ACTC	I-580/I-680 HOV Direct Connector - Project Development*	(Project development to) construct HOV Direct Connectors at I-580/I-680 Interchange (includes Options 1 & 2 from PID document)	Freeway	4	\$1,167.0	17.2	\$1,149.8	0
19	ACTC	SR 84 Expressway Widening (Pigeon Pass to Jack London)*	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Blvd.; and from 2 lanes to 6 lanes from Stanley Blvd. to Jack London Boulevard.	Expressway	4	\$136.5	10	0	126.5
20	ACTC	I-880 NB and SB auxiliary lanes	NB and SB 880 between West A and Winton, and NB 880 between A Street and Paseo Grande. To reduce weaving conflicts between through traffic and exiting traffic at A Street or at Winton Avenue.		2	15.4	0	0	15.4
21	ACTC	I-880 Auxiliary Lanes between Whipple and Industrial Parkway West	Construct Auxiliary Lanes on NB and SB I-880 between Whipple Road and Industrial Parkway West.		2	9.5	0	0	9.5
22	ACTC/City of Berkeley	I-80 Gilman Street Interchange Improvements	Reconfigure Interstate 80/580 at Gilman Avenue Interchange to providing dual roundabouts to reduce congestion and increase safety at IC of I-80, Eastshore Highway and West Frontage Road.	Freeway to Local Arterial I/C	1	25.2	23.8	0.0	1.4

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Identified (\$ in millions)
23	ACTC/ City of Fremont	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave.		3	19.5	19.5	0.0	0.0
24	Alameda County	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)*	Reconfigure lanes to improve traffic circulation and reduce traffic congestion.	Local interchange	2	5.0	0.0	5.0	0.0
25	BART	BART Hayward Maintenance Complex	PHASE 1: The Hayward Yard Maintenance Complex ("HMC") will include acquisition and use of four warehouses outside of the current west boundary of the yard. The three of these four existing warehouse structures that are proposed for Component Repair, Central Warehouse, and M&E use would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches. Phase 2: Storage Tracks will be provided for up to 250 vehicles East side of the Hayward Yard. Including additional connecting track, track crossovers, and switches. A flyover will be provided access to and from storage tracks to mainline tracks.	Commuter rail/Urban heavy rail	2	\$585.0	0	579.7	5.3
26	Caltrans	I-880 NB HOV lane extension from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	Extend HOV Lane on NB I-880 from existing HOV terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to the SFOBB toll plaza.	Freeway	1	\$19.0	0	0	0
27	Caltrans	I-880 widening for SB HOV lane from Heegenberger Rd to Marina Blvd (reconstruct bridge at Davis St. and Marina Blvd.)	Constructs HOV lanes on I-880: SB from Heegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	Freeway	2	\$108.0	0	0	108
28	Caltrans	SR 84-WB HOV on ramp from Newark Blvd	Route 84 westbound HOV on-ramp from Newark Boulevard	Freeway	3	\$12.8	0	0	0
29	Caltrans	SR 262 (Mission) widening from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262 (Mission Boulevard) Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Freeway	3	\$58.1	0	0	0
30	City of Alameda	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	The project includes expansion and realignment of MSD to accommodate access by AC Transit buses, and car sharing. Other project components enhancing access to the West End Transit hub include signal modifications, pedestrian, and bicycle improvements.		1	4.4	0.0	4.4	0.0

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Identified (\$ in millions)
31	City of Alameda/City of Oakland	1880 Broadway/Jackson Interchange, ramp and circulation improvements; and Alameda Point, Downtown Oakland, and Jack London Square Transit Access	<p>Project Description</p> <p>1. Opens transit access to the new BART station by constructing a Bus Rapid Transit (BRT) facility from Alameda Naval Station PDA to 12th Street BART station with a goal to provide 15-minute headways.</p> <p>2. Reduces freeway weaving at I-880/I-980 interchange, enhances pedestrian access in Oakland near Chinatown Senior Center.</p> <p>3. Provides multimodal access and enhances goods movement on I-880 and into Oakland and Alameda by providing new on-ramp at Market Street at 6th Street and an off-ramp at Martin Luther King Way and 5th Street.</p> <p>4. Reduces operational deficiencies for all vehicle movement between the cities of Alameda and Oakland through the Posey and Webster Tubes and in downtown Oakland.</p> <p>5. Develops bike and pedestrian improvements to enhance connectivity between Chinatown and Jack London Square.</p> <p>6. Provides a Park and Ride Facility along Mariner Square Drive in Alameda near the Posey Tube entrance.</p> <p>7. Incorporates Intelligent Transportation Systems along the freeway and on major arterials including Webster Street and Ralph Appenzato Memorial Parkway in Alameda; and 6th Street, 5th Street, Broadway, and 8th Street in Alameda.</p> <p>8. Implements sustainability principles in design, construction, and operation.</p>	multi	1	\$189.3	0	178.2	8.1
32	City of Dublin	Dougherty Road Widening from Sierra Lane to North City Limit	This project proposes to widen approximately 1.9 miles of Dougherty Road from Sierra Lane to North City Limit. The project will widen the existing 4-lane roadway to 6 lanes, construct Class II bicycle lanes, landscaped median and street lighting.	Major Arterial	4	18.4	11.0	0.0	7.4
33	City of Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court	This project proposes to widen Dublin Boulevard from Sierra Court to Dublin Court in the City of Dublin. The project includes widening of Dublin Boulevard from 4 to 6 lanes, construction of Class II bike lanes and median landscaping.	Major Arterial	4	4.2	3.5	0.0	0.7
34	City of Dublin	I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	I-580/Fallon Road I/C Improvements (Phase 2); Reconstruction of overcrossing to provide four-lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp.	Local interchange	4	37.6	16.0	0.0	21.6
35	City of Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	This project will extend and widen Scarlett Drive from Dougherty Road to Dublin Boulevard and relocate from Horse Trail along Scarlett Drive located in the City of Dublin.	Collector	4	12.8	12.8	0.0	0.0
36	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	Add a 350' long west bound exclusive left turn lane on the Powell Street Bridge at the intersection of Christie Avenue. This will be the second westbound left turn lane at Christie.	Major Arterial	1	\$4.8	0	4.8	0

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Requested (\$ in millions)
37	City of Fremont	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	Widening of Auto Mall Parkway from four to six lanes including intersection improvements and widening of bridge over UPRR.	Major arterial	3	24.4	24.4	0.0	0.0
38	City of Fremont	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks	Freeway/Major Arterial	3	78.0	0.0	0.0	78.0
39	City of Fremont	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	Extend Fremont Boulevard (four-lane roadway with Class II bike lanes on both side and construction of portion of the Bay Trail (Class I bike facility)) on the west side of the roadway) from its southerly terminus at Lakeview Boulevard to connect with Dixon Landing Road in Milpitas.	Major arterial	3	47.8	47.8	0.0	0.0
40	City of Fremont	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection.	Major arterial	3	4.6	4.6	0.0	0.0
41	City of Fremont	Upgrade Relinquished Route 84 in Fremont	1) Widen Peralta Blvd from 1 lane each direction to 2 lanes and a bike lane each direction between Fremont Blvd and Paseo Padre Pkwy, and between Paseo Padre Pkwy and Mowry. 2) Widen Mowry Ave from 1 lane each direction to 2 lanes and a bike lane each direction between Thane St and Mission Blvd and reconstruct 2 railroad bridges to accommodate the widened roadway.	Major arterial	3	43.3	46.2	0.0	0.0
42	City of Fremont	Kato Road widening from Warren Ave. to Milmont	Widen Kato Road to provide a three lane street with bike lanes from north of Auburn Street to where frontage improvements are in place on both sides of the street west of Milmont Drive.	Major arterial	3	12.3	12.0	0.0	0.2
43	City of Hayward	Clawiter-Whitesell Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Construct a new diamond interchange at SR 92 and Whitesell Street which would be extended to the south of the freeway to form a T intersection with Clawiter Road. The project would provide a new on ramp from southbound Clawiter Road to SR 92 westbound on a bridge over the SR 92 westbound off ramp to Whitesell Street	Local interchange	2	52.0	0.0	0.0	52.0
44	City of Hayward	I-880 Industrial Parkway Interchange	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880.	Freeway	2	43.0	0.0	0.0	43.0
45	City of Hayward	SR 92 Industrial interchange	Widen the westbound to southbound loop off ramp and local street conform and striping improvements on Industrial Boulevard to accommodate the existing lane	Local interchange	2	6.0	0.0	0.0	6.0
46	City of Hayward	I-880 West A Street Interchange*	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.	Local interchange	2	27.0	0.0	0.0	27.0

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Requested (in millions)
47	City of Hayward	I-880 Winton Avenue interchange improvements	Reconstruct ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp intersection.	Local interchange	2	25.0	0.0	0.0	25.0
48	City of Livermore	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway*	Construct a 4-lane arterial connection between the future easterly end of Dublin Boulevard in the City of Dublin and the westerly end of North Canyons Parkway in the City of Livermore. This project, along with planned improvements within the City of Dublin, would complete the freeway reliever route along the north side of I-580 between I-680 and Route 84 (Isabel Avenue). A 2-lane connection would be constructed as an initial phase.	Major Arterial	4	12.0	0.0	0.0	12.0
49	City of Livermore	Greenville Widening	Widen Greenville Road from 2 to 4 lanes between I-580 and Paterson Pass Rd.	Major Arterial	4	10.0	5.0	0.0	5.0
50	City of Livermore	I-580 First St. interchange	Reconstruct and modify Interchange.	Local interchange	4	40.0	5.0	0.0	35.0
51	City of Livermore	I-580 Greenville interchange	Reconstruct and modify Interchange.	Local interchange	4	46.0	9.0	0.0	37.0
52	City of Livermore	I-580 Isabel Phase II interchange	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Freeway to Freeway interchange	4	30.0	4.8	0.0	25.2
53	City of Livermore	I-580 Vasco interchange	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements.	Local interchange	4	60.0	8.4	0.0	51.6
54	City of Livermore	Las Positas Road Connection, Phase 2	On Las Positas Road from Arroyo Vista to 1,500' west of Vasco Road; Construct 2 lane gap closure.	Major Arterial	4	3.5	0.0	0.0	3.5
55	City of Newark	Thornton Avenue Widening	Widen Thornton Avenue from two lanes to four lanes between Gateway Boulevard and Hickory Street, a distance of approximately 5,000 feet.	Major Arterial	3	9.2	8.8	0.0	0.4
56	City of Oakland	I-880- 42nd/High Street Access Improvements	The project consists of extending and aligning 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widening High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realigning E. 8th Street near Alameda Avenue; and extending and realigning Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. On High Street, the limits of construction are approximately 600 feet (190 meters) to west of I-880 and 500 feet (150 meters) to the east of I-880. On 42nd/Alameda Avenue, the limits of construction are approximately 1,000 feet (290 meters) to the west of I-880. Improvements are also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Wy.	Local interchange	1	17.1	11.2	0.0	5.9

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57	City of Oakland	Oakland Army Base Transportation Infrastructure Improvements	Infrastructure improvements at the former Army Base include: reconstructing Maritime Street to permit direct access between the marine terminals west of Maritime and the railyard to the east; realigning Burma Road and Wake Avenue to improve circulation and land utilization at the Army Base; a new access road to reduce traffic conflicts between Port-related truck traffic and visitors to the planned regional park at the east touchdown of the San Francisco-Oakland Bay Bridge; and replacement of utilities in the public right-of-ways to enable development of the Army Base.	Major Arterial	1	208.6	114.9	0.0	93.9
58	City of Oakland	7th Street Grade Separation & Roadway Improvement Project	The Outer Harbor Intermodal Terminals project will construct new tracks across 7th and Maritime Streets between the Port's Joint Intermodal Terminal and the Oakland Army Base. The 7th Street Grade Separation & Roadway Improvement Project will grade separate those new railroad tracks from roadway traffic. The 7th and Maritime Street intersection will be reconfigured and the roadway will be elevated above the planned railroad tracks. The project limits are the 7th Street & I-880 interchange, the 7th and Middle Harbor Road intersection, and an approximately 1,500-foot section of Maritime Street north of 7th Street.	freight rail, intercity rail	1	220.5	110.3	0.0	220.5
59	City of Oakland	Harrison-Oakland Avenue Major Street Improvements	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.	Vehicles, bikes, pedestrians, bus services	1	12.4	3.3	8.4	0.7
60	City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development	Multi	1	157.0	12.0	145.0	0.0
61	City of Oakland	Tidewater District Street Reconstruction	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic; reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets).	Multi	1	4.6	1.0	3.6	0.0
62	City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.	Truck Traffic	1	11.5	2.5	9.0	0.0
63	City of Pleasanton	I-680 Bernal Interchange improvements	Project includes widening of the diagonal NB on ramp, with street widening of Bernal to allow bike lanes and pedestrian improvements for each direction under the existing structure. These widenings will include construction of auxiliary lanes to and from the north. Extends El Charro Road as a 4 lane divided roadway with landscaped median, six foot bike lanes and pedestrian pathway. The extension is from El Charro Road's current terminus of Stoneridge Drive southward to Stanley Boulevard	Local interchange	4	4.0	0.0	0.0	4.0
64	City of Pleasanton	El Charro Road Construction		Major Arterial	4	49.0	49.0	0.0	0.0

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Identified (\$ in millions)
65	City of Pleasanton	I-580 /Foothill/San Ramon Interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Local interchange	4	3.6	1.1	0.0	2.5
66	City of Pleasanton	I-580 Santa Rita Interchange improvements	This project will reconstruct the southbound approach of Santa Rita at Pimlico/I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp.	Local interchange	4	2.5	2.0	0.0	0.5
67	City of Pleasanton	I-680 Stoneridge Drive overcrossing widening	Construction of an additional westbound lane on the Stoneridge Drive at I-680 overcrossing.	Major Arterial	4	4.8	4.0	0.0	4.8
68	City of Pleasanton	I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Signalization and ramp improvements at the Sunol Boulevard at I-680 Interchange	Major Arterial	4	1.2	1.2	0.0	0.0
69	City of Pleasanton	Stoneridge Drive Extension	Extend Stoneridge Drive in Pleasanton from its current eastern terminus at Trevor Parkway to El Charro Road. Construct six traffic signals as park of the project to allow safer local access to the roadway.	Major Arterial	4	16.2	0.0	0.0	16.2
70	City of San Leandro	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	This project adds an additional left turn lane on northbound Hesperian Blvd to northbound East 14th Street, an additional left turn lane on southbound East 14th Street to eastbound 150th Street and a bus loading lane on southbound East 14th Street between Hesperian Blvd and 150th Street.	Major Arterial	2	6.6	0.0	0.0	6.6
71	City of San Leandro	I-880 Davis Street Interchange	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements	Local interchange	2	10.2	0.0	0.0	10.2
72	City of San Leandro	I-880 Marina Boulevard Interchange	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements	Local interchange	2	31.8	0.0	0.0	31.8
73	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	Construct Eden Road, Marina Blvd widening from Teagarden to Alvarado, Polvorosa Ave extension, and new rail crossing at east end of Aladdin Ave and its intersection with Washington Ave, Lewelling-Washington Intersection improvements	Arterial and Collector	2	11.0	0.0	11.0	0.0
74	City of Union City	I-880 / Whipple Road Interchange Improvement	Full interchange improvements at Whipple Road I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Local interchange	3	60.0	60.0	0.0	0.0
75	City of Union City	Grade Separation in the Decoto neighborhood	In conjunction with the grade separation over Decoto Road (RTPID #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto.	Collector	3	130.0	130.0	0.0	0.0
76	City of Union City	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway), and a passenger rail station at Union City BART.	Commuter rail/Urban heavy rail	3	180.0	51.5	0.0	128.5
77	City of Union City	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward	Major Arterial	3	10.0	10.0	0.0	0.0

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Request Sources identified (\$ in millions)
78	City of Union City	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	Widen and enhance Whipple Road from I-880 in Hayward to Mission Boulevard in Union City. Improvements include bicycle and pedestrian improvements; roadway widening to accommodate two lanes of traffic in both directions, replace the existing 2-lane bridge over BART; provide additional capacity from Central Avenue to Mission Boulevard.	Major Arterial	3	100.0	100.0	0.0	0.0
79	City of Union City	Union City Intermodal, Phase 1	Fulfills Phase 1 of this project, the essential first step of making the Union City BART Station a two-sided station accessible to a 30-acre TOD site (former PG&E site). It constructs pedestrian grade separations under the BART and UPRR tracks and reconfigures the existing BART Station to provide a new multi-modal Loop Road, a Bus Transit Facility providing 16-bus bay capacity with transit amenities, a Decoto Connector Road, and reconfigures BART surface parking lots and replacement BART parking on the Agency owned TOD site.	Intermodal	3	33.9	0.0	0.0	0.0
80	City of Union City	Oakland Subdivision acquisition (Fremont to Oakland) rail ROW preservation*	Acquisition of the Oakland Subdivision from Niles Junction to Fruitvale to facilitate passenger rail connection to the Intermodal Station in Union City and improve pedestrian, bicycle, bus and vehicular circulation; and preservation of right-of-way for the East Bay Greenway from Hayward BART to Fruitvale BART to facilitate a pedestrian and bicycle spine in the urban core.	Commuter rail/Urban heavy rail	Multi	135.0	100.0	0.0	35.0
81	City of Union City	Union City Intermodal Station infrastructure improvements (Phase 2)	Continue to expand and reconfigure the BART Station to establish the free pedestrian pass-through that will interface with the new passenger commuter rail station to serve Dumbarton Rail, Capitol Corridor and ACE, and connect to the adjacent TOD. Improvements include relocation and replacement of elevators and fair gates, new agent booth, bike and pedestrian accessways.	Other intermodal improvement	3	25.5	6.3	0.0	19.2
82	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT)	The Outer Harbor Intermodal Terminal (OHIT), a proposed intermodal rail facility and surrounding trade and logistics park, is planned to be located on the former Oakland Army Base. The proposed OHIT project will provide an expanded intermodal terminal for the Port, warehouses, a truck parking lot, and other improvements in and around the former Oakland Army Base. The project is bounded by 7th Street to the south, Maritime Street to the west, the EBMUD wastewater treatment plant to the north, and Union Pacific right of way to the east.	Freight rail	1	216.7	46.3	0.0	170.4
83	Port of Oakland	Wharf Replacement and Berth Deepening at berths 60-63	Replace the existing concrete wharf at berths 60-63, and deepen the adjacent vessel berthing area to -50 feet. The work will include embankment stabilization as well. The project is located at berths 60-63, which is part of the Global Gateway Central terminal operated by Eagle Marine Services. The terminal is located at 1579 Middle Harbor Road, Oakland, CA 94607.	Water	1	170.0	170.0	0.0	0.0

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84	Port of Oakland/MT C	Martinez Subdivision	The Martinez Subdivision (Martinez) consists of the UP Right-of-Way (ROW) from the Port of Oakland (Port) to the Suisun Bay railroad bridge spanning the Carquinez Strait (Railroad mile post (mp) 2.75 through mp 31.0). The proposed project includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75) to Stege in Richmond (milepost 9.35). The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track.	Freight/passenger rail	1	\$100.0	0	100	0
SUB TOTAL \$7,622.1 \$1,445.3 \$3,962.9 \$2,210.0									
REGIONAL AND MULTI-JURISDICTION PROJECTS									
85	AC Transit	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	AM Peak contra flow lanes on Eastbound Lanes of San Francisco-Oakland Bay Bridge - HOT and bus only. See #230605 for the complementary Grand/Maritime HOV/Bus On-ramp component.	Express Bus	1	610.5	5	605.4	
86	ACE	Right-of Way Preservation and track improvements in Alameda County	This project is proposed to acquire the Right-of-Way, PS&E, and EIR/EIS clearance for ACE Service between Stockton and Niles Junction and complete track improvements on the ACE operational corridor. Project will also expand Alameda County Station Platforms to accommodate six car trains-sets.	Commuter rail/Urban heavy rail	4	600.0	75.0	0.0	75.0
87	ACE	Platform Extension at Alameda and San Joaquin Co. ACE Stations	Extend platforms at Alameda and San Joaquin County ACE Stations to accommodate longer train sets.	Commuter rail/Urban heavy rail		5.0	5.0	0.0	0.0
88	ACTC	I-580 Corridor ROW Preservation	The project will identify and acquire the ultimate Right of Way (ROW) along the I-580 corridor from Hacienda Drive to Yasco Road Interchange to accommodate a transit corridor in the median of I-580. Implementation of two separate project elements which are critical to the long term objective of the provision of a regional Transbay rail service: I. The implementation of an enhanced Transbay express bus service to provide a high level of service and improved performance. It consists of: i. Peak period – bi-directional service – 30 minute service frequency between Union City and Redwood City with enhanced station stops and transit priority treatments to expedite service. ii. Peak period – bi-directional service – 15 minute service frequency Union City to Stanford Research Park – with transit priority treatments. iii. Peak period – bi-directional service – 15 minute service frequency - Fremont to Stanford University - Park – with transit priority	Transit	4	\$120.7	0	0	120.7
89	ACTC/SamTran	Dumbarton Rail Corridor Phase I*		Express Bus	3	108.5	63	0	45.5

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources Identified (\$ in millions)
90	ACTC/SamTr	Dumbarton Rail Corridor Phase II*	frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). 2. Rail Shuttle (Union City – Redwood City) – Bi-directional peak period – 15 minute frequency service between Union City – Redwood City. A new exclusive DRC connection would be provided to the Redwood City Station and a new platform would be constructed. C. Combined Original Project + Rail Shuttle – A combination of alternatives b and c – this alternative would consist of two components: i. Peak period- peak direction only – 60 minute frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). ii. Bi-directional peak period – 30 minute frequency service between Dumbarton and San Francisco.	Commuter rail/Urban heavy rail	3	770.1	511.2	4033	258.9
91	BART	BART to Livermore Extension*	Provides a rail extension from the existing station at Dublin/Pleasanton easterly to downtown Livermore and Vasco Road. Selected alignment alternative is in the L-580 median from Dublin/Pleasanton to approximately Isabel Avenue, then in a subway configuration through downtown Livermore, then in an at-grade configuration to Vasco Road. Project includes and yard and shop, and vehicle procurement.	Commuter Rail	4	4177			
92	BART	BART to Livermore extension Phase I*	This project is the first phase of a multi-phase extension of BART transit service eastward from the existing Dublin/Pleasanton station, through downtown Livermore to a terminus at Vasco Road in Livermore. Phase I project may consist of a partial BART extension in combination with other modes. Additional and/or interim station sites as well as near-term service using other transit modes may be used to enable project phasing. Project will include yard and shop facilities as part of Phase I or later phases.	TBD - potentially urban rail and express bus	4	\$143.0	0	0	143
93	BART	BayFair Connection (Capacity Improvements "Wye" project)	This project will modify the BART Bay Fair Station and approaches to construct a third station track and a second passenger platform, and associated crossovers, switches and other trackage, both north and south of the station. In addition to adding the platform and trackage, modifications will be needed to the train control system, some BART maintenance trackage, and other systems.	Commuter rail/Urban heavy rail	Multi	\$150.0	0	150	0
94	BART	BART-Oakland International Airport Connector	Establishes a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport. Extends BART to Warm Springs. The one-station, 5.4-mile extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces.	Automatic People Mover	1	\$484.1	105.7	0	378.4
95	BART/City of Fremont	BART Warm Springs extension		Commuter rail/Urban heavy rail	3	\$890.0	0	0	890

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96	City of Fremont/ BART	Irvington BART Station*	Construct a new BART station in Irvington Area PDA in Fremont	Intercity rail	3	123.0	0.0	0.0	123.0
97	Caltrans	I-580 Eastbound Truck Climbing Lane	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Freeway	4	\$64.2	0	0	64.2
SUB TOTAL						\$8,246.1	\$764.9	\$4,788.4	\$2,098.7

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TABLE 4 - Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects dropped

Public Outreach Projects for which Sponsors have not been Identified		
#	Project Name	Planning Area
1	SR-84 / I-680 HOV Direct Connectors	4
2	Altamont Rail Corridor Safety and Speed Improvements	3,4
3	Cross-platform transfer BART/ACE at Livermore Station	4
4	Double track UP/ACE rail line Tracy to Livermore	4
5	Extend BART to ACE/Livermore and I-580 Greenville Station	4
6	I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1
7	I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2
8	I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4
9	I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4
10	I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4
11	I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4
12	I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4
13	I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4
14	I-580 First Street Interchange - reconstruct	4
15	I-580 Greenville Rd. Interchange reconstruct	4
16	I-580 Hacienda Drive Interchange reconstruct	4
17	I-580 Spot intersection capacity improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Redwood Rd. & I-580 WB off / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	2, 4
18	I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	1
19	I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1
20	I-80 Powell St.: widen eastbound off-ramp	1
21	I-80 WB Gilman Ave. off-ramp: add 3rd lane	1
22	SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1
23	SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4
24	I-880 Hesperian interchange improvements	
25	Additional BART parking Capacity at upstream (SR24?) stations. Increase bus transit access to the BART Stations within the SR 24 corridor and BART system-wide operational improvements.	1
26	Union City - Capitol Corridor stop (Intermodal station.)	3
27	BART Transbay Tube (Second)	1
28	Ardenwood widening near Paseo Padre	3
29	Decoto Rd (congestion relief, safety)	3
30	Fremont @ Peralta grade separation	3
31	Grade Separation of rail crossings at major roadways	Multi
32	High Speed Rail/Altamont Corridor Rail	4
33	I-680 / Mission Blvd South interchange	3
34	I-680 Automall (congestion relief/safety)	3
35	I-680 NB HOT lanes	3, 4

#	Project Name	Planning Area
36	I-80 improvements for freeway efficiency	1
37	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3
38	I-680 / I-880 connector/flyover	3
39	I-880 HOT lanes	Multi
40	I-880 Industrial NB off-ramp	2
41	Intergrated Corridor Mobility	Multi
42	Short Haul Rail improvements to reduce truck volumes on freeways	Multi
43	SR 84 connector btw I-580 and I-680 (potential toll corridor)	3
44	Thornton Ave, Peralta (congestion relief, safety)	3
45	Truck bypass in Central County to facilitate goods movement	2
46	Whipple Rd widening/improvements btw I-880 and Central	2
47	EBRPD Tassajara Creek trail	4
48	Extend BART to ring the bay	Multi
49	I-238 : Add 4th lane on I-238/Altamont for trucks	Multi
50	I-238 to go south & traffic to go SSB to I-880 (?)	2
51	I-580 Fallon interchange improvements	4
52	I-580 Hacienda interchange improvemets	4
53	I-880 NB from Whipple in Union City – congestion management in corridor	3
54	Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4
55	Capacity Improvments for Goods Movements and Rail	multi
56	Cheaper BART Alternative	Multi
57	Increased Regional Rail Service	Multi
58	Improvements at Davis St (San Leandro)	2
59	Downtown San Leandro Bypass	2
60	I-880 auxiliary lane from Whipple Road to Industrial Parkway	2
61	I-880 auxiliary lane West A to Winton	2
62	I-880 Industrial interchange improvements	2
63	Planning dollars to remove I-980	1
64	SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	
PROJECTS FROM 2008 CWTP IDENTIFIED TO BE DROPPED		
1	I-880/Oak Street On-Ramp Re-construction	
2	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4
3	I-580 WB auxiliary lane from First to Isabel	4
4	I-580 on- and off-ramp improvements in Castro Valley	
5	Construct street extension in Hayward near Clawiter and Whitesell Streets	
6	New West Dublin Station	4
7	I-80 : SFOBB HOV Bypass at left side of toll plaza	1
8	SR 84 WB HOV lane extension from Newark to I-880	3
9	I-880 / SR 262 reconstruct interchange and widen I-880 from SR 262 (Mission Blvd.) to the Santa Clara county line from 8 lanes to 10 lanes (8 mixed low and 2 HOV lanes)	3
10	I-238 widening between I-580 and I-880 from 4 lanes to 5 lanes, auxiliary lanes on I-880 between I-238 and "A" St	2

#	Project Name	Planning Area
11	Ed Roberts Campus at Ashby BART Station	
12	Capitol Corridor & ACE	3
13	Washington/Paseo Padre Parkway Grade Separation	3
14	I-880 Industrial parkway Interchange Phase 2	2
15	I-580 Isabel interchange improvements, Phase 1	4
16	Washington Avenue/Beatrice Street Interchange Improvements	
17	Springtown to Livermore Rapid	4
18	Stanley/Murdell Park and Ride	4
19	North Airport Air Cargo Access Road Improvements, Phase 1	
20	Truck Parking Facilities in North Alameda County	1
21	Downtown Shuttle/Weekend Winery Shuttle for LAVTA	4
22	Paratransit Expansion Buses – LAVTA	4
23	West Jack London Boulevard Extension	4
24	Livermore-Dublin Bus Rapid Transit	4

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
1. Bicycle and Pedestrian Program		
Implementation of Countywide and Local Bicycle and Pedestrian Plan projects and program		
1		Bike and pedestrian access to transit
2		Bike and pedestrian connections/connectivity
3		Grade separations/gap closures of rail and freeways for bike/pedestrian
4		Safety improvements, including lighted crosswalks, bicycle detection (signals)
5		East County - implement bike connections between Dublin, Pleasanton and Livermore
6		Wayfinding signage for bikes and pedestrians
7		Share the Road safety/education campaign
8		Maintenance for bike/pedestrian infrastructure
9		Promotion of biking and walking
10		Bikesharing program
11		Bike parking
12		Bikes on transit
Location specific suggestions for bike and pedestrian improvements		
13	in Berkeley	I-80 Gilman undercrossing gap closure
14	in Castro Valley	Castro Valley Blvd. - bike lanes
15	in Dublin	Alamo Canal Trail under I-580
16	in Fremont	Downtown Pedestrian Streetscape (Capitol Ave, New Middle Rd
17	in Fremont	Fremont Blvd. Streetscape -bike/ped improvements Centerville PDA
18	in Fremont	Bike access improvements Fremont Blvd and I-680 @ Automall
19	in Fremont	Fremont, connect to Santa Clara - bike lanes
20	in Fremont	Improvements along Fremont Blvd. and 680
21	in Fremont	SR 262 (Mission Blvd.) Bicycle/Pedestrian Access Improvements
22	in Hayward	Industrial Blvd. in Hayward - bike lanes
23	in Hayward	Sidewalk/bike path gap closure to Cal State Hayward
24	in Hayward	SR-92 /Hesperian - Bike Connection
25	in Hayward	W. Winton/Southland corridor for bikes and cars - congestion relief
26	in Livermore	Bicycle/Pedestrian Improvements on Stanley Blvd
27	in Oakland	Alcatraz/Colby - Ped Safety
28	in Oakland?	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas
29	in Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School
30	in Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel
31	in San Leandro	E/W mobility improvements (including pedestrian amenities) in San Leandro, especially along San Leandro Blvd/David and Nelson
32	in San Leandro	San Leandro Bike/Ped plan - implementation
33	in San Leandro	San Leandro Blvd Bike Improvements
34	in San Leandro	San Leandro Blvd. Bike/Ped improvements

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
35	in uninc. Alameda County	San Lorenzo Creek Trail
36	in uninc. Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)
37	in Union City	Union City Blvd bikes lanes
38		Bike lane to San Francisco
39		San Pablo Ave. - bike lanes
40		Alameda Creek Trail improvements
41		I-880 Bike/ped overcrossings in south county
42		Niles Canyon - bike lanes
43		Sidewalk improvements citywide
44		EBRPD Tassajara Creek trail
45		Bike/Ped path along I-580 to Livermore
46		Pleasanton to Dublin bicycle connection
47		Stoneridge Drive to Livermore Trail
48		Mission Blvd Improvements
49		Crow Canyon between Castro Valley and San Ramon - bike lanes
50		UP line – leverage for greenway - bike ped
2. Transit Enhancements, Expansion and Safety		
Stations and Stops improvements		
51		Safety - i.e. lighting
52		Increase parking at stations
53		Amenities - i.e. benches, shelters, wifi, cupholders
54		Maintenance - cleanliness
55		Access to - for able-bodied, and wheelchair users
56		Restroom facilities
57		Infrastructure - i.e. escalators
58		Audible announcements
Other		
59		Real-time information for passengers
60		Safety on board transit vehicles
Location/Agency-specific suggestions for transit improvements		
61	for BART	Increase bus transit access to the BART Stations within the SR 24 corridor
62	for BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)
63	for BART	Alameda County Station Reliability (train control and traction power)
64	in Albany	Infill Station: Solano Ave
65	in Oakland	Infill Station: 98th Ave
66	in Oakland	Infill Station: San Antonio

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
3. Transit and Paratransit Operations and Education		
3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)		
67		Paratransit operations (ADA- mandated)
68		Paratransit transportation (non-mandated, i.e. city-based)
69		Transit service expansion
70		Restoration of AC Transit service to previous (pre-cut) levels
71		Shuttles to supplement transit service
72		Continued/increased funding of transit service (operations)
73		Continued/increased funding of paratransit (mandated and non-mandated)
74		Accesible transportation expansion
75		Ferry expansion
76		Express Bus service expansion
77		Coordination between Paratransit transportation services/providers
78		Transit transfer connectivity
79		Increase transit service frequency
80		Increase transit service time of day coverage (i.e. earlier and later hours)
81		Improve bus connections to BART
82		Transit service reliability
3A. Location/Agency- specific suggestions		
83	for AC Transit	Increase length of transfer (validity?) time for AC Transit
84	for AC Transit	72R stop in front of St. Mary's Center going downtown
85	for AC Transit	AC Transit bus #31 should continue service during the week as well as on the weekends.
86	for BART	New bus to BART (W/Dublin)
87	for BART	24 hr service
88	for BART	Eliminate time of day restrictions for Bikes on BART
89	in Alameda	Improved connection between Alameda and Fruitvale BART
90	in Fremont	Improved Bus Service on Fremont Blvd. from Union City BART Station via Decoto Road and Fremont Blvd. to Centerville, Fremont BART, Irvington BART and Warm Springs BART Stations
91	in Oakland	Transit: Streetcar on Broadway
92	in Oakland	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave
93	in Oakland	Eastmont Mall connection to Walmart and BART
94	in San Leandro	San Leandro Arterials/AC transit
95	in Union City	Capital Corridor at Union City

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
85		Restore AC Transit services to pre-2010 levels, especially for East Oakland
86		Transit connection to Alameda
87		Increase bus service frequency in South County (1/2 hr)
88		Continued funding of transit in the Tri-Valley
86		Expanded ACE service (connect to BART in Fremont and Livermore)
87		Express Bus Routes (I-580)
88		Increase service on the 880
89		Transit connections to Vallejo and Tracy
90		Electric trolley buses
91		Flexible transportation system for an aging/changing population
92		Group trips - Accessible Transportation
93		Improve wheelchair accessibility for BART and bus
94		Paratransit - tie funding to efficiency
95		Paratransit with GPS that locates person – locator software on cell phone.
96		Regional rail - increase
97		Smaller buses during non-commute hours and less traveled routes
98		Transit - Improving the safety and frequency of “last mile” transit connections
99		Transit - More customized transit service for each area – tailored to user needs
3B. Transit Fare Incentives		
100		Explore the Potential for Implementing Residential Eco Pass Programs
101		Coordinated transit pass across all transit providers.
102		Transit riding incentives - Increase
3C. Travel Training, Education and Promotion Programs		
103		Seniors Transportation (education/access)
104		Education on how to use transit
105		Transit marketing/outreach
106		Bus driver training - customer service skills
107		Bus driver training (wheelchair securing)
4. Community Based Transportation Plan (CBTP) Implementation		
Implementation of CBTPs		
<i>These overlap with other programs, i.e. transit, bike/pedestrian, TDM, local streets</i>		
108		Bus stop improvements - shelters, benches, lighting
109		Transit service - frequency, evening coverage, geographic range
110		Transit information - 511, real-time, at bus-stops
111		Shuttles
112		Pedestrian improvements - sidewalks, crossings, lighting
113		Bikeway facilities - bike lanes, trails
114		Subsidy programs - transit fare, bike purchase, auto loan, car-share

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
115		Streetscape improvements
116		Traffic calming
117		Signal timing
118		Parking (cars and bikes)
119		Safety - multimodal
120		Access/connection - multimodal
121		Education/awareness - multimodal
5. Local Road Improvements		
5B. Safety Improvements - general and specific suggestions		
122		Rural roads
123		Rail crossings
124		Bike/pedestrian crossings for roads
125		Grade separations - rail and roads
126		Quiet zones near heavy and commuter rail (UP, ACE, BART)
127		Rail Safety (new program or local street safety)
128	in Fremont	Fremont @ Peralta (grade separation)
129	in Fremont	SR 84 - Niles Canyon Rd (safety improvements)
130	in Oakland	Potholes at Telegraph/55th
131	in Oakland?	40th street/MacArthur Road diet
132		Decoto Rd (congestion relief, safety)
133		I-80 grade separations
134		I-880 grade separations
135		E. 14th corridor - Enhance safety
5C. Streetscape improvements		
136	in Oakland?	12th Street Improvements
137	in San Leandro	Downtown San Leandro bypass.
5D. Coordination with Freeways - general and specific suggestions		
138		Better coordination between freeway and local streets
139	in Alameda County	I-580 Fairmont Blvd Ramps
140	in Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps
5E. Complete Streets - general and specific suggestions		
141		Complete Streets - implementation
142	in San Leandro	E/W mobility improvements (including pedestrian amenities) on San Leandro streets, especially along San Leandro Blvd/David and Nelson

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
5F. Traffic calming		
143		Speed reduction (road)
144		Traffic calming near schools
5G. ITS/Signals		
145	in Emeryville?	3-way signal on San Pablo and Park Ave.
146		ITS
147		Signal synchronization
148		Signal interconnect
149		Signal timing for transit signal priority
150		Traffic Signal System Upgrade
151		Better signal timing/synchronization, especially at night and mid-day - roads
152		Intelligent/Adaptive intersections.
5H Signage		
153	in San Leandro	Wayfinding signage to destinations (San Leandro Marina) and transit - program
6. Local Streets & Roads Operations & Maintenance (O&M)		
6A. Pavement Rehab		
154		Pavement rehabilitation - potholes, etc
155	in Berkeley	Repave Marin between Albany and Marin Circle
6B. Maintenance / Operations - general and specific suggestions		
156		Local street maintenance - funding for
157		Arterials and local circulation - improve
158		Maintenance of local streets and roads.
159	in Dublin	Local Streets and Roads Maintenance Program
160	in Fremont	Local Street and Road Maintenance and minor improvement funding
161	in Fremont?	Decoto Road
162	in Livermore	Traffic Signal Op
163	in Newark	Maintenance Programs (25)
164	in Newark?	Local streets: Thornton Ave and Peralta
165	in Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair
166	in Oakland?	Perkins Street
167	in Oakland?	Upper Park (Leimert-Mountain)
168	in San Leandro	Traffic Signal System Upgrade
6C. ITS		
169		ITS O&M
7. Highway, Freeway, Safety and Non-Capacity Improvements		
7A Interchange improvements		
170	in Fremont	I-680 /Auto mall
171	in Newark	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)
172	in Oakland	I-580 Harrison (Oakland) Improvements

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
173	in Oakland?	I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes
7B Operations incl. ramp metering		
174		I-80 south interchange signage
175		I-880 Operations Improvements
176		Ramp metering - improve
7C Maintenance		
177		Maintenance of regional highways
178	in Fremont	I-680 pavement resurfacing south of Mission
7D Soundwalls		
179		Soundwalls
7E Freeway Service Patrol		
180		Freeway Service Patrol
181	for MTC/ regional FSP	Each tow truck should have a wheelchair lift on it – include in expanded “Freeway Service Patrol” - accessible transportation
7F ITS		
182		Intergrated Corridor Mobility
183		I-80 improvements for greater freeway efficiency
8. Bridge Improvements		
9. Transportation and Land Use Program (PDA/TOD Program)		
184		Supporting existing compact development and infrastructure - sustainability
185		TOD / PDA - implementation program
10. Planning and Outreach		
10A Planning studies and implementation		
186		Regional gas tax - development of
187		Equitable distribution of transit funding \$\$
188		Transit agency mergers for efficiency
10B Promotion/outreach and education about transit, bike, walk, multimodal access		
189		Public awareness about public transit - increase
190		Education on transit use for parents and youth, including disabled youth.
191		Healthy living, walking, bike promotion
192		bus driver/ transit civility education program
10C Multi-lingual educational materials		
193		Multi-lingual access/education
194	in Oakland	Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods
10D School promotion		
195		Safe Routes to Schools - planning and outreach

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
11. Transportation Demand Mgmt (TDM) and Parking Mgmt		
11A Parking programs		
196		Parking programs (demand mgmt, pricing, unbundling)
197		Parking system management - improvements
198	in Berkeley	Downtown Berkeley Transit Center Parking Facility
199	in Emeryville	Parking program
200	in Livermore	Parking structures at Greenville and Isabel.
11B Transit cards		
201		Clipper Cards - expand to include payment for taxi service
202		Pre-paid transit supporting TOD/employers
11C School programs		
203		Crossing guard program
204		School buses
11D GHG reduction		
205		GHG reduction programs
206		GHG reduction projects
11E Transportation Demand Management		
207		Incentives for alternatives to driving
208		TDM program
209		Employer- alternative work shifts
11F Pricing programs		
210		Pricing - programs to induce behavior change
211		Congestion Pricing
11G Shuttles, streetcars		
212		Shuttle service expansion
213		Shuttles for seniors
214		Deviated route shuttles
215		Shuttles developed in coordination w/ private institutions
216	in Fremont	City Center/Downtown Bus/Shuttle Circulator
217	in Berkeley	Shuttle from Berkeley Hills to Shattuck
218	In in Alameda	Shuttle Alameda to Oakland
219	in Oakland	Broadway Shuttle
220	in Oakland	Create a free Eastmont [shuttle?]
221	in San Leandro?	Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely
222	in W. Oakland	BART Access Evening Shuttle - W. Oakland
223	in W. Oakland	Youth library shuttle-W. Oakland
224	In in Alameda	Create an Alameda Point Shopper Shuttle on Weekends
225		Streetcar EBOT

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects , for which sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
11H Carsharing		
226		Subsidized Car Sharing
227		Auto Loan Program
228		Carsharing
11i Education and Marketing		
229		511 (improve user-friendliness)
230		Transit - Better PR/Marketing about the overall system
11J Travel training		
231		Travel Training
12. Goods Movement		
12A Truck parking		
12B Port operations improvements		
232		Port operation - manage a queuing system for trucks
233		Port - Demand responsive truck loading and unloading at the Port
234		Port of Oak - change to 24 hr facility
12C Truck impacts to local streets - improvements for		
235	in Newark	Truck impacts on local streets (41)
236		Address truck impacts on local streets
12D Truck routing		
237		Truck congestion relief in neighborhoods
238		Truck routing - improve
239		Truck bypass in Central County to facilitate goods movement
240		Truck Route Enforcement and Education
12E Freight operations improvements (rail, roads, port)		
241		Goods movement/ truck technology
242		Short Haul Rail improvements to reduce truck volumes on freeways
243		Expand use of rail to and from Port of Oakland
244		Truck Services at Oakland Army Base (ROW)
245		Diesel Truck Replacement
13. Priority Development Area (PDA) Support - Non-Transportation		
246		Infrastructure (utilities, communications)
14. Environmental Mitigation		
247		Support urban growth boundaries
248		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts
15. Transportation Technology and Revenue Enhancement		

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CALL FOR PROJECTS AND PROGRAMS OUTCOMES

Alameda County Countywide Transportation Plan Update & Regional Transportation Plan and SCS

Presentation to CAWG, May 5, 2011



May 2011

Presentation Purpose

- Provide overview of Regional Transportation Plan (RTP) and relationship to Countywide Planning processes: a new planning context
- Summarize Call for Projects and Programs process and outcomes
- Receive feedback on project and programs lists
 - ▣ RTP
 - ▣ Countywide Transportation Plan
- Highlight next steps



Planning in a New Context

- Legislative mandates
 - AB 32: Global Warming Solutions Act – reduce GHG emissions to 1990 levels by 2020
 - SB 375: Transportation planning, Sustainable Communities Strategy (SCS), Environmental review
 - Requires each region to add an SCS as a new element in the Regional Transportation Plan to:
 - Reduce GHG emissions by from cars and light trucks by 7% per capita in 2020 and 15% per capita by 2035
 - Define a strategy to house the region's total population at all income levels



Regional Transportation Plan Overview

Current RTP Planning to 2040

- Long-range transportation planning and investment document for Bay Area
 - Developed by MTC
 - Defines investments of federal, state and regional dollars to 9-County Bay Area
 - Adopted 2035 RTP: \$218 Billion
 - Estimate for the 2040 RTP: TBD



Samples of Countywide Projects and Programs in Current RTP

- Alameda County project
 - Major efficiency improvements on I-580, I-80, I-880, I-680, Route 84
 - Major transit projects such as BART to Warm Springs, AC Transit BRT, Oakland Airport Connector
- Programs in the current RTP
 - Transit operating funds
 - Local streets and roads
 - Bicycle Funding
 - Safe Routes to Schools



Countywide Planning in Relation to RTP

- Countywide Transportation Plan informs the Regional Transportation Plan
 - Feeds projects and programs of regional significance into the RTP
 - Supports the goals of the RTP/SCS
 - Integrates land use and transportation at the countywide level



Call for Projects and Programs

□ MTC's RTP Call for Projects and Programs

- MTC released call February 14 to CMA's
- On-line application open March 1
- Alameda County targeted budget from MTC: \$11.76 B
- Project and program list required to be submitted to MTC April 29, 2011



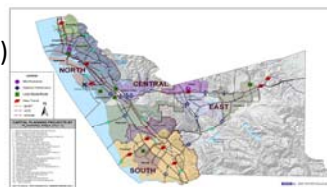
Alameda CTC's Role

□ Alameda CTC's roles and responsibilities in Call

- Develop countywide call process and issue call
- Perform outreach to meet Title VI requirements
- Coordinate with public and stakeholders, project sponsors, regional agencies in development of final list
- Submit a list that is within the initial \$11.76 B funding target
 - Alameda CTC deadline for submissions April 12, 2011
 - Two weeks for review, evaluation and development of draft list

□ Alameda CTC uses Call for

- Countywide Transportation Plan (CWTP)
- Transportation Expenditure Plan (TEP)



Public Outreach

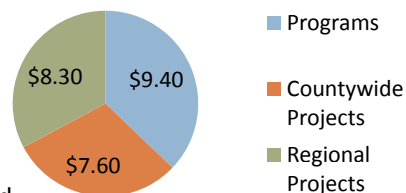
- Over 1,600 people in Alameda County provided input into process
 - ▣ Five public meetings (one in each Board of Supervisors district): 188 participants
 - ▣ Outreach Toolkit: 724 completed questionnaires
 - ▣ On-line questionnaires: 693 completed
- Information received from public process was shared with project sponsors and used to develop the recommended lists



Call for Projects Overall Results

- Call for Projects and Programs
 - ▣ Over 300 applications submitted
 - ▣ \$25.3 Billion total cost
 - ▣ Three categories
 - ▣ Programs: \$9.4 B
 - ▣ Countywide projects: \$7.6 B
 - ▣ Regional project: \$8.3 B
- Programs need: \$50.8 billion
 - ▣ identified through existing plans and projections; not submitted in applications
- Project need to be determined

Overall Costs for Submitted Applications: \$25.3 B

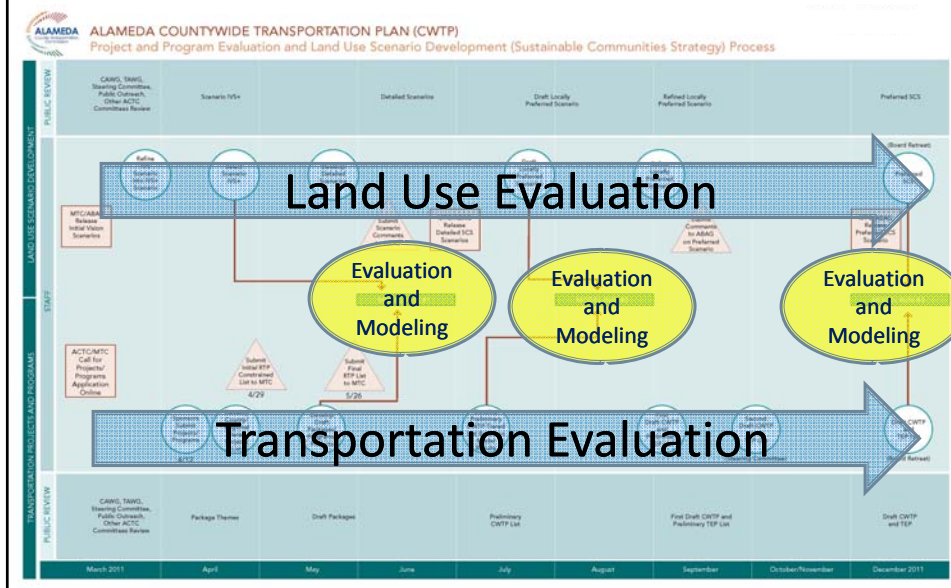


Evaluation Considerations

- Evaluation Timelines
 - 2008 Adopted Countywide Plan took 11 months to complete call for projects process
 - In current process, due to MTC deadlines, less than two weeks were available to review, evaluate and develop recommendations
- Evaluation Principles
 - Recognize that this is the first step in a multi-tiered evaluation process
 - Maintain greatest amount of flexibility in realm of projects and programs submitted
 - Allows establishment of priorities based on data results from largest pool possible
 - Allows evaluation to determine how to best meet goals



Multi-Tiered Evaluation Process



Screening Process – Step 1

- Project and Program applications divided into two groups
 - Programmatic
 - Capital projects and programs that do not increase capacity, not subject to air quality conformity analysis (cannot be modeled)
 - Projects
 - Capital projects that increase capacity and are subject to air quality conformity analysis (can be modeled)
- Projects and Programs in Tables 1, 2, 3 screened to ensure they met CWTP goals and had regional significance



Screening Process – Step 2

- Projects and Program without sponsors at this time: Tables 4 and 5
 - Not evaluated now
 - Keep for future consideration through development of CWTP
- Table 5 also includes projects that were dropped from the list
 - Completed projects
 - Projects the sponsor is not pursuing



Screening Outcomes: Programs

- 160 Programs applications submitted (Table 2):
 - All programs were incorporated into the overall programs categories
 - Total program costs incorporated into list: \$9.4 B
 - Recommendation is to double program size from 2008 CWTP
 - 2008 CWTP: \$3.5 B in programs
 - Recommendation of \$7 B represents 60% of MTC's \$11.76 B target funding amount (15 categories)
 - Program Need: \$50.8 B
 - Programs support SCS development
- Fifteen Program Categories
 - Bicycle and Pedestrian
 - Transit Enhancements, Expansion and Safety
 - Transit/Paratransit operations and Education
 - Community Based Transportation Plans
 - Local Road Improvements
 - Local Streets and Roads Operations and Maintenance
 - Highway, Freeway, Safety and Non-capacity Improvements
 - Bridge Improvements
 - Transportation and Land Use (PDA)
 - Planning and Outreach
 - TDM and Parking Management
 - Good Movement
 - PDA Non Transportation
 - Environmental Mitigation
 - Transportation Technology and Enhancement



Screening Outcomes: Countywide Projects

- 150 Project application requests
 - Total requests by fund type: \$5.5 B
 - \$1.8 B in Discretionary funds
 - \$3.7 B in Vision
 - Total project costs not included since some project funding is already acquired
 - Recommendation includes combination of discretionary and vision funding requests
 - Recommendation of \$4.76 B represents 40% of MTC's \$11.76 target funding amount
- Project Funding Descriptions
 - Total cost
 - Actual total estimated cost to deliver complete project
 - Discretionary Funding
 - Amount requested in submitted applications and eligible for regional funds
 - Vision Funding
 - Other funds necessary to fully fund the project
 - Funds will not be available in the funding horizon
 - Unanticipated funds such as 2006 statewide bonds or ARRA funds



Screening Outcomes: Regional Projects

- 11 Regional project applications submitted (Table 3)
 - ▣ Total requests : \$8.3 B
 - ▣ Projects serve a regional need
 - ▣ Include major transit capital and highway projects submitted by regional and multi-jurisdictional agencies
 - AC Transit
 - Alameda CTC/SAMTRANS
 - BART
 - Caltrans
 - ▣ Recommendation to submit separately from Countywide submission for this first evaluation
 - Recommendation does not affect \$11.76 B funding target for Alameda County and is consistent with past plan development processes

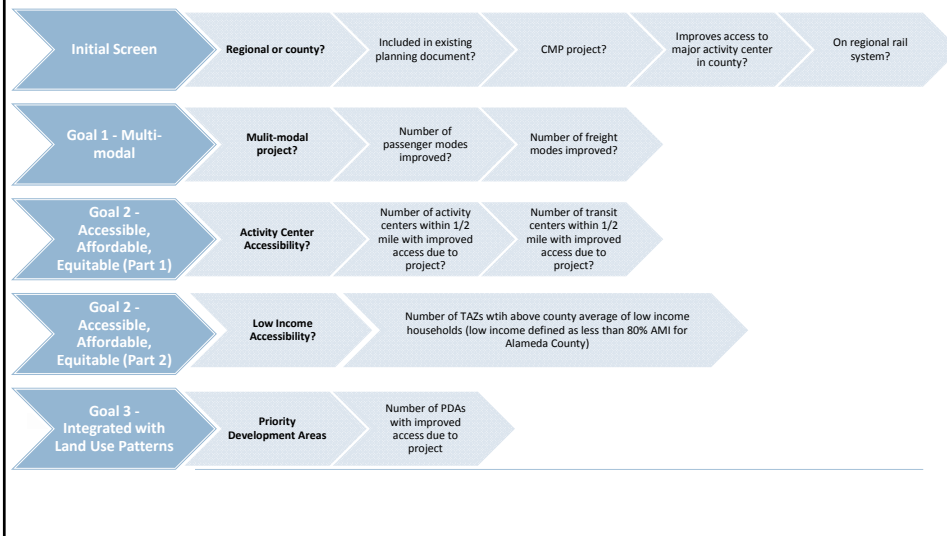


Evaluation Next Steps

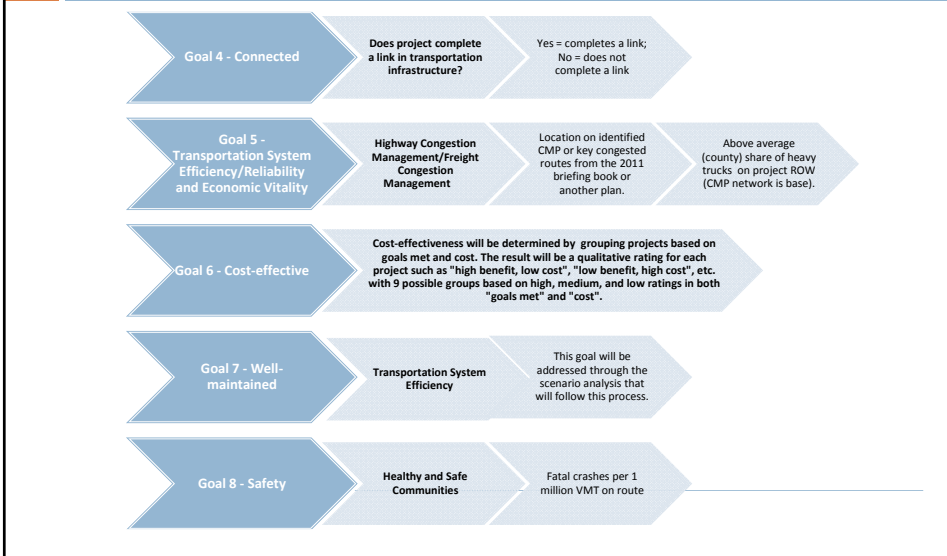
- Evaluation of projects and programs continues
 - ▣ Projects and programs evaluated against goals
 - ▣ Evaluation results inform development of packages
 - ▣ Packages will be modeled in early summer and results brought back to July meetings
 - Following slides highlight process



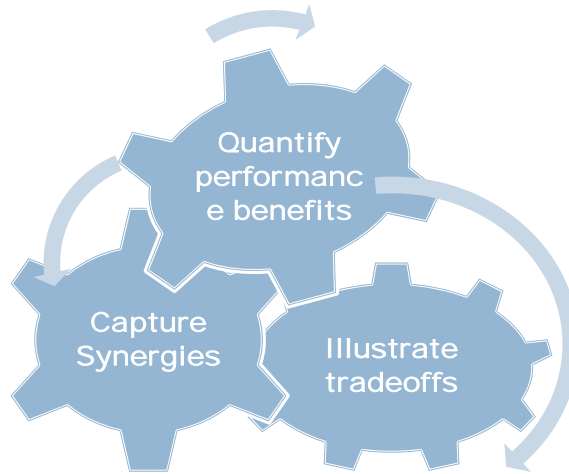
Screening Informs Evaluation



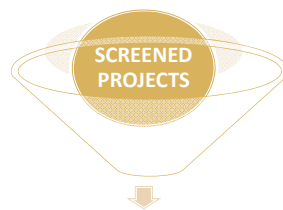
Screening continued



Packages Inform Decision-making



Approved Package Themes



Baseline

Maintenance/
Ops (40%
projects/60%
programs)

Capital
Projects
(60%
projects/
40%
programs)

Unconstrained

Land
Use

Next Steps RTP Submittal Process

- May
 - Feedback from Alameda CTC advisory committees
 - Public hearing on May 26, 2011, 12-12:30 p.m.
 - Steering Committee adopts final lists
 - Alameda CTC full Commission adopts final lists
 - May 27: Submit final lists to MTC



Next Steps in CWTP-TEP Development

- May/June: Conduct first round of CWTP evaluation of packages
 - MTC will concurrently be performing its performance assessments
- July: Present CWTP evaluation results
- August: Conduct second evaluation based in Steering Committee recommendations
- September: First draft of CWTP and preliminary Transportation Expenditure Plan projects and program lists
- October/November: Second round of outreach and polling



Questions



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Calendar Year 2010

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

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

Calendar Year 2012

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

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Scientist Asks Access Board To Recognize WC19 Standard

Dr. Lawrence W. Schneider, a University of Michigan scientist, is calling for federal guidelines to acknowledge a voluntary standard for wheelchair transportation safety referred to in the industry as ANSI/RESNA WC19 (the American National Standards Institute and the Research Engineering and Assistive Technology Society of North America). Wheelchairs built to the WC19 standard are designed and tested to withstand certain crash forces when correctly strapped down on a bus with a four-point tie down system and have "attach points" for tie downs. However, there is little market demand for mobility devices built to a standard that adds costs but are not required by the DOT. Dr. Schneider suggests that the standard be mentioned in the transportation vehicle guidelines currently being rewritten by the Access Board. Dr. Schneider addresses the Access Board on behalf of the RESNA Committee on Wheelchairs and Transportation and the Rehabilitation Engineering Research Center (RERC): "These groups support the development of new, "automatic" systems for wheelchair docking on vehicles. The four-point strap type tie downs are the only widely available commercial method for effectively securing different types and sizes of wheelchairs in buses and paratransit vans. The ADA transportation guidelines should acknowledge the four-point strap type tie down as the only commonly available system that accommodates and effectively secures a wide range of wheelchairs in public and paratransit vehicles. The guidelines should also acknowledge the existence of wheelchairs that comply with Section 19 of ANSI/RESNA Wheelchair Standards that provide four easily accessible securement points that facilitate effective securement using a four-point strap-type tie down system. The guidelines should also acknowledge the importance of driver training in proper use of tie down restraint equipment, as well as rear-facing wheelchair passenger spaces." Finally, Dr. Schneider comments that, "market penetration of WC19-compliant wheelchairs is low and most people are unaware of the industry standard for wheelchairs designed for use as passenger seats and greatly facilitate effective wheelchair securement using a four-point strap-type tie down system."

1:6 Ramp Slope Gains Support if Some Deviations Are Allowed

A maximum slope of 1:6 for bus ramps may, generally speaking, be acceptable to the transit industry after all. The American Public Transportation Association (APTA) acknowledges, in a comment to the Access Board, that the 1:6 slope in proposed new vehicle guidelines "appears to be the best overall standard and feasible under most circumstances." APTA suggests that the final rule allows deviation from that standard "where necessitated by local conditions" such as narrow sidewalk and roadside ditches. The Access Board previously thought of limiting bus ramps to a more gentle slope of 1:8, then offered 1:6 in the face of industry protest. North American Bus Industries, Inc. (NABI), comments that a typical, heavy duty transit bus has to be "kneeled" down from normal ride height in order to achieve the 1:6 slope for the ramp. NABI asks the Access Board to make clear in the final rule that the slope of a ramp can be checked with the bus suspension in the kneeled position. Paralyzed Veterans of America, which supports the 1:6 slope for bus stops with and without sidewalks, comments that the 1:6 ratio "is responsive to newer vehicle technology that allows for a longer ramp."