



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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Mayor Pauline Cutter

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, February 9, 2015, 10:30 a.m.**

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

### Mission Statement

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

### Public Comments

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

### Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

### Reminder

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

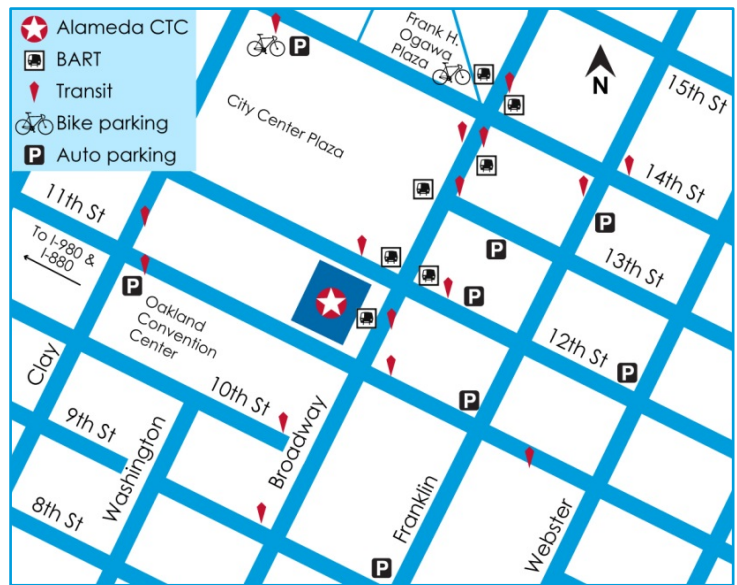
### Glossary of Acronyms

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

## Location Map

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

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



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

## Accessibility

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



## Meeting Schedule

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

## Paperless Policy

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

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# Planning, Policy and Legislation Committee Meeting Agenda

Monday, February 9, 2015, 10:30 a.m.\*

\*Or immediately following the I-580 Express Lane Policy Committee

1111 Broadway, Suite 800, Oakland, CA 94607

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**\*Chair:** Mayor David Haubert

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

**\* Commissioners:** Wilma Chan, John Marchand, Elsa Ortiz, Barbara Halliday, Jerry Thorne

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

**Staff Liaison:** Tess Lengyel

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

**\*These are past committee assignments; new committee membership will be determined by the Commission Chair prior to the March 2015 committee meetings.**

## 1. Pledge of Allegiance

## 2. Roll Call

## 3. Public Comment

## 4. Consent Calendar

Page A/I

### 4.1. [January 12, 2015 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the January 12, 2015 meeting minutes.

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

5 I

## 5. Legislation

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

9 A/I

### 5.2. [Most Congested Corridors in Alameda County](#)

17 I

## 6. Planning and Policy

### 6.1. Countywide Multimodal Plans

#### 6.1.1. [Countywide Multimodal Arterial Plan Vision, Goals and Performance Measures](#)

21 A

Recommendation: Approve Vision, Goals and Performance Measures and provide input on the performance evaluation approach.

#### 6.1.2. [Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria](#)

31 I

### 6.2. [2016 Alameda Countywide Transportation Plan \(CTP\) and 2016 Plan Bay Area Updates](#)

41 I

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

**Next Meeting:** March 9, 2015

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



Planning, Policy and Legislation Committee  
Meeting Minutes  
Monday, January 12, 2015, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

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**1. Pledge of Allegiance**

**2. Roll Call**

The Clerk conducted a roll call. All members were present, except the following:  
Commissioner Keith Carson

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

**Subsequent to the roll call:**

Commissioner Keith Carson arrived during Item 5.1 and was excused prior to the vote on item 6.3.

**3. Public Comment**

A public comment was heard by Ken Bukowski.

**4. Consent Calendar**

**4.1. November 10, 2014 PPLC Meeting Minutes**

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

*Commissioner Marchand moved to approve the consent calendar. Commissioner Ortiz seconded the motion. The motion passed unanimously (Carson absent).*

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel provided an update on federal and state legislative initiatives. On the federal side, she stated that the federal session ended on December 16, 2014 after passing bill H.R. 5771 to extend tax provisions for tax year 2014. She provided information on the appropriation package and its specific impact on transit, rail and highways. On the state side, Tess provided information on the state budget, cap and trade and the Strategic Growth Council.

Commissioner Ortiz wanted more information on the Strategic Growth Council's low income housing requirements. Tess stated that the guidelines just came out and staff is analyzing the information. She stated that staff will send a link with the guideline information to the Commission.

*This item was for information only.*

## **6. Planning and Policy**

### **6.1. Measure BB Election Results and Analysis**

Tess Lengyel provided the 2014 Measure BB Election Results and Analysis. She stated that the sale tax will be collected beginning April 1, 2015 and will have a 30 year horizon. Tess provided information on the vote outcome by precinct and she provided a comparison of voter outcomes for 2000, 2012 and 2014 election years. Tess covered upcoming efforts to implement Measure BB including investments and innovative solutions, leveraging local funding and the comprehensive investment plan (CIP).

*This item was for information only.*

### **6.2. 2014 Transportation Expenditure Plan Fund Projections**

James O'Brien provided an update on the 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections. He stated that in July 2014, a baseline revenue projection was prepared to support the commitments of \$7.785 billion included in the 2014 TEP. James stated that with passage of Measure BB and the start of transaction and use tax revenue collections on April 1, 2015, an update to the revenue projection was completed. The updated 30-year revenue total is \$8.157 billion with Direct Local Distribution funds accounting for \$4.368 billion. He concluded by stating that the remaining \$3.789 billion will fund specifically named capital projects and other discretionary programs and projects in the 2014 TEP.

Commissioner Cutter wanted to know how the percentages for local streets and maintenance were formulated. James stated that there is an approved formula based on lane miles and population included in the Measure.

Commissioner Marchand wanted information on how staff would address the LAVTA disparity. Tess stated that PAPCO will recommend a funding formula to the Commission for paratransit funds.

*This item was for information only.*

### **6.3. Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria**

Tess Lengyel recommended that the committee approve Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria. She provided a recap on the actions taken by the commission including approval of the principals, fund estimate and methodology. Tess stated that the CIP's Project Selection Criteria will guide programming and allocation decisions for funds administered by Alameda CTC. She stated that it will also identify transportation funding over a five-year period. The CIP will consist of a two-year allocation plan that will be consistent with the Alameda CTC's budget and a five year programming horizon. Tess reviewed the three funding categories for funding programs, projects and planning and also

provided information on the three phases of the selection methodology. Tess concluded by providing information on the draft projects selection criteria and summarized five comments from ACTAC as well as BPAC.

Commissioner Halliday wanted to know how the scoring would be evaluated. Tess stated that approval of this item doesn't recommend weighting for points in each category but there will be guidance given to the evaluators.

*Commissioner Kaplan moved to amend the recommendation to move 5 points from the readiness category to the needs benefits category as recommended by the technical committee. Commissioner Halliday seconded the motion. The motion passed unanimously (Carson absent).*

**7. Committee Member Reports**

There were no committee member reports.

**8. Staff Reports**

Art Dao stated that the January Commission meeting was scheduled for January 29, 2015.

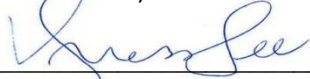
**9. Adjournment/ Next Meeting**

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

Date/Time: Monday, February 9, 2015 @10:30 a.m.

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

Attested by:



Vanessa Lee,  
Clerk of the Commission

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

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**DATE:** February 2, 2015

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

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

## Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on January, 12 2015, the Alameda CTC reviewed one Draft Mitigated Negative Declaration. Comments were submitted on this document and the comment letter is included as attachments A.

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

## Attachments:

- A. Response to Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element 2015-2023 Reporting Period.

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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January 9, 2015

Anne Hersch  
City Planner  
Community Development Department  
City of Albany  
1000 San Pablo Avenue  
Albany, CA 94706

SUBJECT: Response to Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element 2015-2023 Reporting Period

Dear Ms. Hersch,

Thank you for the opportunity to comment on the Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element for the 2015 to 2023 Reporting Period. The City of Albany proposes an update to the General Plan Housing Element that will serve as a policy framework under which individual housing projects are allowed. This Housing Element update addresses all land within the Albany city limits as defined by the Alameda County Local Agency Formation Commission (LAFCO).

We have reviewed the application and determined that this Housing Element update is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to this application. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, written over a light blue horizontal line.

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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**DATE:** February 2, 2015

**SUBJECT:** Legislative Update

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

## Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

## Background

### Federal Update

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

**Highway Trust Fund:** The authorization for surface transportation programs will expire on May 31st, and the Highway Trust Fund is projected to face insolvency shortly after that. If Congress does not provide additional revenue to the Highway Trust Fund before that time, states will face cash-flow problems during the extremely busy summer construction season.

Congress initiated work on addressing a long-term solution for the Highway Trust Fund via hearings and the introduction of several different bills by different members.

During the last week of January, Senator Boxer and Senator Paul (R-Kentucky) introduced the white paper detailing the basis of a bi-partisan bill they plan to introduce, known as the *Invest in Transportation Act of 2015*. The bipartisan legislation would extend the Highway Trust Fund to boost economic growth and create jobs. Payment of a long-term bill would be done by using revenue from repatriation by providing an incentive for companies to bring back some of the estimated \$2 trillion in foreign earnings that are being held overseas.

According to the white paper, the bill would:

- Extend the Highway Trust Fund and prevent devastating cuts to transportation programs.
- Allow companies to voluntarily return their foreign earnings to the United States at a tax rate of 6.5 percent. The rate is only for repatriations that exceed each company's average repatriations in recent years, and funds must have been earned in 2015 or earlier. Companies have up to five years to complete the transfer.
- Ensure that a portion of repatriated funds will be used for increased hiring, wages and pensions; research and development; environmental improvements; public-private partnerships; capital improvements; and acquisitions. No funds may be spent on increases in executive compensation or on increases in shareholder dividends or stock buybacks for three years after the program ends.
- All tax revenues from the repatriation program will be transferred into the Highway Trust Fund.

Immediately after release of the white paper, differing opinions on this bi-partisan approach emerged, with some members focusing on repatriation as a form of a larger tax reform effort and that repatriation should not be solely used for transportation. This proposal will become an element of a larger discussion about how to provide at least a temporary fix to the Highway Trust Fund. Several bills are also under development that would increase the gas tax. In the coming weeks more bills are likely to be introduced to address funding a long-term solution for the Highway Trust Fund.

**California Members on Transportation Related Committees:** As this work proceeds, many representatives from California will directly be weighing in on these efforts. The following is a list of California members who serve on the various Congressional committees that address transportation funding.

House Transportation and Infrastructure (T&I)

- Duncan Hunter (R-CA-50) Chair of Coast Guard Subcommittee – his district consists of East and Northern County San Diego.
- Jeff Denham (R-CA-10) Chair of Rail Subcommittee – his district is in the Central Valley. He has parts of San Joaquin and Stanislaus Counties in his district.

- Mimi Walters (R-CA-45) – she represents parts of Orange County.
- Grace Napolitano (D-CA-32) – her district is East of Los Angeles and includes El Monte and Covina.
- John Garamendi (D-CA-3) – his district moved farther east and north as a result of redistricting. His district includes Colusa, Glenn, Lake, Sacramento, Solano, Sutter, Yolo, and Yuba Counties.
- Janice Hahn (D-CA-44) – her district includes parts of Los Angeles.
- Jarred Huffman (D-CA-2) -- his district spans from the Golden Gate Bridge north to the Oregon border, covering six counties including all of Marin, Mendocino, Humboldt, Trinity, and Del Norte, and much of Sonoma Counties.
- Julia Brownley (D-CA-26) – her district encompasses most of Ventura County and a portion of Los Angeles County.

Senate Environment and Public Works: Barbara Boxer (D) Ranking Member of Committee

Senate Commerce: Barbara Boxer (D)

Senate Transportation Housing and Urban Development: Diane Feinstein (D)

## State Update

**Revenue Surge:** The December numbers according to the State Controller are higher than anticipated. For the first six months of the fiscal year, total revenue about \$3 billion ahead of projections for a total of \$47.4 billion. In December sales tax receipts were up by \$193.4 million, corporate tax receipts were up \$483.8 million, and income tax receipts were up by \$1.3 billion. In addition, approximately \$1.1 billion in income and corporate taxes were received by the Franchise Tax Board on December 31<sup>st</sup>, but were not remitted to the Controller until January 2. These funds are technically December revenues, but will be counted in the Controller's January report.

**Budget:** Both houses have held overview hearings to quickly review the Governor's Budget Proposal and talk about their own goals in this year's budget. The Legislative Analyst agrees with much of the Administration's priorities and estimates possible revenues of \$2 billion more than the Administration is assuming.

**Highway Budget:** While the state budget overall is positive, declining fuel prices will result in a significant negative adjustment for transportation funds for 2015-16. By March 1<sup>st</sup> of every year the BOE is required to adjust the rate of the "tax swap" excise tax so that the revenue generated by the tax swap excise tax would equal the amount that the sales tax would have generated if it was applied to gasoline sales. This new rate then takes effect on July 1<sup>st</sup>. Based on declining gasoline prices, it is expected that excise tax will be adjusted downward to the tune of \$700 million in fiscal year 2015-16. This will have a significant impact on all transportation programs, such as local streets and roads

allocations, SHOPP funds, and STIP funds. Staff will present an overview presentation of this impending revenue issue at the meeting.

**Cap & Trade Budget:** The Governor's budget proposal estimates \$1 billion in cap & trade auction revenue will be available in 2015-16. However, many believe this is a conservative estimate and available revenues could reach \$2 billion. With two auctions scheduled for February and May, a more accurate forecast will be available by the end of the fiscal year. If revenues exceed the Governor's budget estimate, those excess revenues can be used fund additional projects because the funds allocated to the Low Carbon Transit Operations, the Transit & Intercity Rail Capital, and the Affordable Housing & Sustainable Communities programs are continuously appropriated. However, the discussion to award any excess funds will be made by the Administration once the revised revenue estimates are known.

## **POLICY**

**Road User Charge:** The first meeting of the Road Usage Charge Technical Advisory Committee was held last week in Sacramento. This initial meeting was primarily organizational and included an overview of California's dire transportation funding outlook, as well as in depth presentations on the Oregon and Washington pilot programs. The next meeting of the Committee will be held in Sacramento on February 26<sup>th</sup>, and will focus on defining policy objectives and an outreach program. Future meetings will be held at locations throughout the state, with a meeting in Oakland currently scheduled for October.

**Cap & Trade:** 21 state Senators signed a letter to Attorney General Kamal Harris urging her to remain vigilant for manipulation of fuel prices as the state expands the cap & trade auction to include fuels. Over the past year, opponents to including fuel in the cap & trade auction have labeled it a hidden tax that will result in significantly higher fuel prices. The Senators urge the Department of Justice to closely monitor price changes and to open an investigation of any activities that may result in price manipulation. The Senate will also intends to hold hearings on this issue if warranted.

**AH&SC Program:** On January 20<sup>th</sup>, the Strategic Growth Council adopted the guidelines for the Affordable Housing & Sustainable Communities (AH&SC) Program. The SGC is conducting a series of Workshops to review the guidelines and meet with prospective applicants on a one-on-one or small group basis throughout California. A Workshop is scheduled for February 11<sup>th</sup> in Oakland. Alameda CTC shared this information with agency partners in Alameda County.

**Cap & Trade Capital Funds:** CalSTA completed its series of workshops and presented the draft guidelines for the Transit & Intercity Rail Capital Program to the CTC last week. The final guidelines will be posted on February 9<sup>th</sup> along with a call for projects. CalSTA is proposing to combine the \$25 million appropriated for the 2014-15 fiscal with the \$100 million that will be available in 2015-16, which will allow them to approve a two-year



funding program of up to \$125 million in projects. The award level might increase beyond the \$125 million based on the outcome of the February and May auctions.

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

### **Attachments**

A. Alameda CTC 2014 Legislation Program

### **Staff Contact**

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

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**2015 Alameda County Transportation Commission Legislative Program**

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

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

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li><li>• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.</li><li>• Support efforts that protect against transportation funding diversions.</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li><li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li><li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li><li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li><li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li><li>• Seek, acquire, and implement grants to advance project and program delivery.</li></ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"><li>• Support environmental streamlining and expedited project delivery.</li><li>• Support contracting flexibility and innovative project delivery methods.</li><li>• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation.</li><li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>• Support efforts that reduce project and program implementation costs.</li><li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li></ul>
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"><li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li><li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li><li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li></ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"><li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.</li><li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li><li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li></ul>

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts.</li> <li>• Support a designated funding stream for goods movement.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.</li> </ul>
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.</li> <li>• Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>



# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** Most Congested Corridors in Alameda County

**RECOMMENDATION:** Receive information on most congested corridors in Alameda County

## Summary

The Metropolitan Transportation Commission (MTC) released the Freeway Congestion Report for the Bay Area Region for the year 2013 in early January. The last time a similar report was released was in 2009. The recent report identified the top 10 most congested corridors in the Bay Area based on the 2013 traffic data analysis (Attachment A). Not surprisingly, out of the top 10 most congested corridors, six of them are located in Alameda County. Given the geographically central location of Alameda County in the region, 21% of the total commute trips made on the Alameda County's roadways are going to other counties, known as pass-through traffic. The Freeway Congestion Report results further corroborates Alameda CTC's own monitoring results, most recently the 2014 Level of Service Monitoring results.

Staff will present a brief review of congestion trends on these top most congested corridors in Alameda County along with the identified future improvements.

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

## Attachments:

A. Bay Area Freeway Locations with Most Delay During Commute Hours in 2013

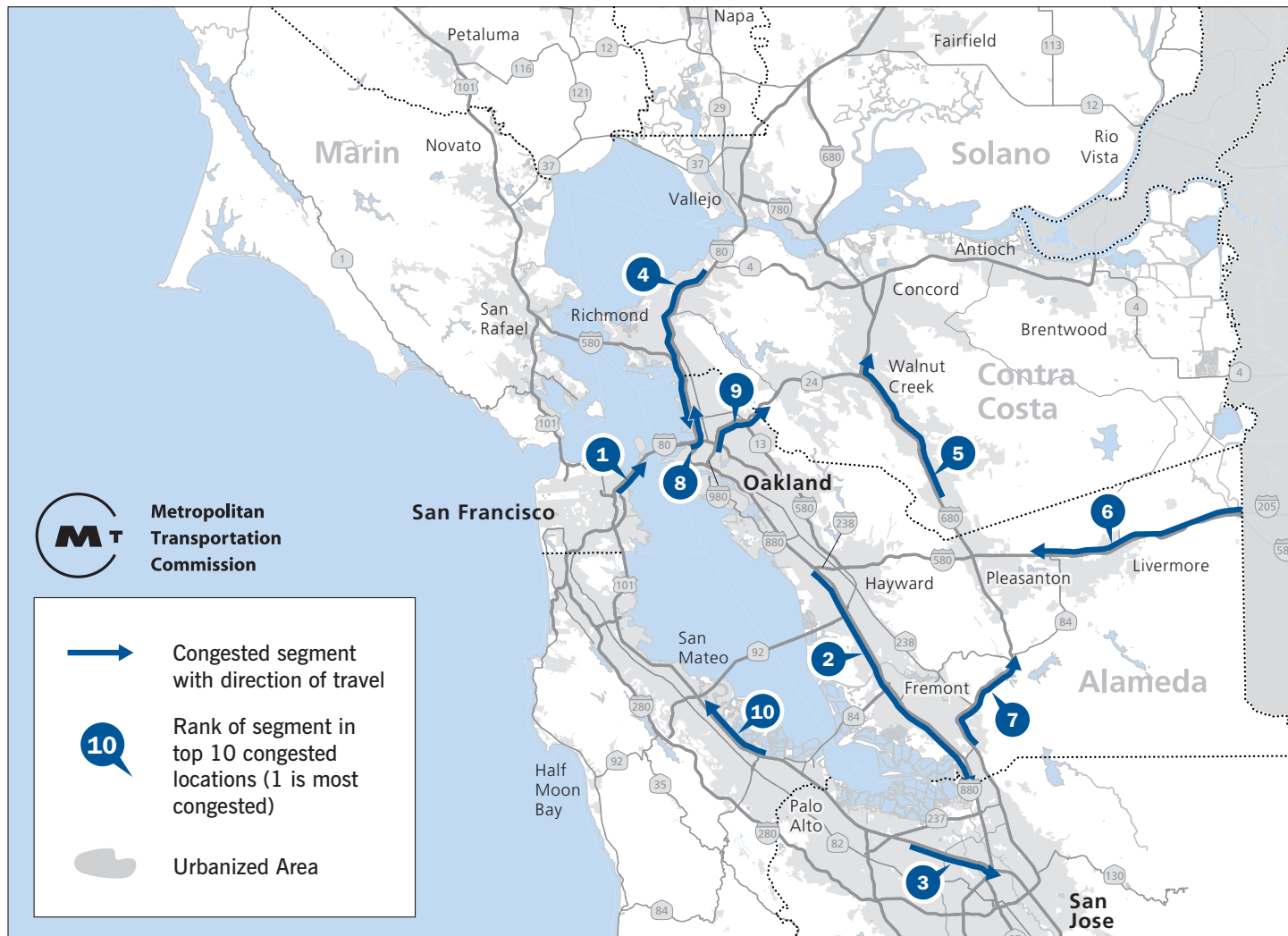
## Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

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### Bay Area Freeway Locations With Most Delay During Commute Hours, 2013



2013 Rank	Location	2013 Daily (Weekday) Vehicle Hours of Delay	2008 Rank
1	<b>Interstate 80, eastbound, p.m.</b> — San Francisco County <i>US-101 to east of Treasure Island Tunnel</i>	6,900	8
2	<b>Interstate 880, southbound, a.m.</b> — Alameda County <i>I-238 to Dixon Landing Road</i>	5,600	22
3	<b>U.S. 101, southbound p.m.</b> — Santa Clara County <i>Fair Oaks Avenue to 13th Street/Oakland Road</i>	5,500	7
4	<b>Interstate 80, westbound, a.m.</b> — Alameda and Contra Costa Counties <i>West of CA-4 to Powell Street</i>	5,000	1
5	<b>Interstate 680, northbound, p.m.</b> — Contra Costa County <i>Bollinger Canyon Road to Treat Boulevard</i>	4,200	13
6	<b>Interstate 580, westbound, a.m.</b> — Alameda County <i>San Joaquin County line to Fallon Road</i>	4,000	6
7	<b>Interstate 680, northbound, p.m.</b> — Alameda County <i>CA-262/Mission Boulevard to CA-84</i>	3,800	31
8	<b>Interstate 80, eastbound, p.m.</b> — Alameda County <i>W Grand Avenue to Gilman Street</i>	3,100	8
9	<b>Highway 24, eastbound, p.m.</b> — Alameda and Contra Costa counties <i>27th Street to Wilder Road</i>	2,900	15
10	<b>U.S. 101, northbound, p.m.</b> — San Mateo County <i>Woodside Road to Hillsdale Boulevard</i>	2,800	16

Source: Metropolitan Transportation Commission

Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays but where congestion is broken into several segments may rank lower in this type of congestion listing. Similarly, the length of congested corridors in 2013 may be longer or shorter than those identified in the 2008 report.

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# Memorandum

6.1.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** Countywide Multimodal Arterial Plan – Vision, Goals and Performance Measures

**RECOMMENDATION:** Approve Vision, Goals and Performance Measures

## Summary

The arterial roadways are the core of the transportation system in Alameda County moving people and goods within the county and the region. These roadways provide regional and local mobility with multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC is developing a Countywide Multimodal Arterial Plan that will provide a framework for designing, prioritizing, and implementing projects and programs on the arterial network. The plan development is being closely coordinated with local jurisdictions, Caltrans and bus transit operators.

Alameda CTC is in the process of finalizing the vision, goals, and performance measures for the Multimodal Arterial Plan. The proposed vision, goals and performance measures were discussed with the stakeholders at the four Planning Area meetings held in October and November 2014 and Alameda County Technical Advisory Committee (ACTAC) and through follow up email distribution. Based on the comments received, the vision, goals and performance measures were updated and are being presented for approval at the February Committees and Commission meetings. Upon approval of the Commission, the Project Team, as a next step, will assess the existing and future conditions by applying the approved performance measures.

## Discussion

Alameda CTC is developing the Multimodal Arterial Plan to comprehensively study the existing and future conditions for all modes and identify needs and develop recommendations for transportation improvements for various modes including supportive strategies by applying technically sound and cutting edge methodologies. Attachment A provides a flow chart of the Multimodal Arterial Plan planning framework starting from developing vision and goals to identifying short and long-term improvements. The draft vision, goals and performance measures for the Multimodal Arterial Plan were presented to the

local jurisdictions, Caltrans and transit agencies at the Planning Area meetings in October and November 2014 and at ACTAC in November 2014. Based on the comments received the vision and goals and performance measures were updated and distributed to the stakeholders on November 26, 2014 and January 12, 2014 respectively. Comments received until January 21, 2015 are incorporated and presented in this memorandum. ACTAC is considering this item at their meeting on February 5, 2015, and any comments received will be reported to this Committee and Commission.

### **Vision and Goals:**

The proposed vision and goals are in line with the adopted vision and goals of the 2012 Countywide Transportation Plan.

#### Vision

*Vision: Alameda County will have a network of efficient, safe and equitably accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while maintaining local contexts.*

#### Goals

This vision is supported by five goals and two supportive principles:

1. **Multimodal:** Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities.
2. **Accessible and Equitable:** The arterial network will provide access for people of all ages, abilities, incomes and geographies.
3. **Connected across the County and Region:** Using typologies that are supportive of local land use, the arterial network will provide connections for all modes within the county and across the County and Region's network of streets, highways and transit, bicycle and pedestrian routes.
4. **Efficient Use of Resources:** Investment in the arterial network will make efficient and effective use of resources.
5. **Safe, Healthy and Vibrant:** The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.

The following supportive principles are expected outcomes of the vision and goals. They are less quantifiable but the Multimodal Arterial Plan will include strategies and programs to address them:

- **Support Strong Economy:** Development of the arterial network will support existing land uses and encourage planned land uses.

- **Adaptable and Resilient:** The arterial network will be designed to adapt to changes in travel patterns, travel modes and technology improvements. Investments in the arterial network will enhance its ability to withstand and recover from potentially disruptive events.

### **Performance Measures:**

The Alameda Countywide Multimodal Arterial Plan's performance measures are derived from the Plan's vision and goals. These performance measures will be utilized to identify existing and future year multimodal transportation conditions across the county. Table 1 below provides the list of performance measures identified for each goal. Attachment B provides more details on each performance measure in terms of listing the identified evaluation approach and where the measure will be applied.

<b>Table 1 – Multimodal Arterial Plan Performance Measures</b>		
<b>Goal</b>	<b>Category</b>	<b>Performance Measure</b>
<b>1. Multimodal</b> (High Quality, Well Maintained and Reliable)	1.1 – Auto	1.1A – Congested Speed 1.1B – Reliability
	1.2 – Transit	1.2A – Transit Travel Speed 1.2B – Transit Reliability 1.2C – Transit Infrastructure Index
	1.3 – Pedestrian	1.3 – Pedestrian Comfort Index
	1.4 – Bicycle	1.4 – Bicycle Comfort Index
	1.5 – Trucks/ Goods Movement	1.5 – Truck Route Accommodation Index
	1.6 – Enhanced Mobility	1.6 – Non-Auto Transportation Mode Share
	1.7 State of Good Repair	1.7 Pavement Condition Index (PCI)
<b>2. Accessible and Equitable<sup>1</sup></b>	2.1 – Social Equity	2.1 – Benefit to Communities of Concern
<b>3. Connected Across the County and Region</b>	3.1 – Transit	3.1 – Transit Connectivity
	3.2 – Pedestrian	3.2 – Pedestrian Connectivity
	3.3 – Bicycle	3.3 – Bicycle Connectivity
	3.4 – Trucks	3.4 – Network Connectivity
<b>4. Efficient Use of Resources<sup>2,3</sup></b>	4.1 – Efficient Use of Infrastructure Operations Funding	4.1 – Infrastructure Operating Cost Effectiveness
	4.2 – Implementation Feasibility	4.2 – Implementation Feasibility Score
	4.3 ITS Infrastructure	4.3 Coordinated Technology

Table 1 – Multimodal Arterial Plan Performance Measures		
Goal	Category	Performance Measure
	4.4 – Economic Benefits	4.4 – Property Value Index
5. Safe, Healthy and Vibrant	5.1 – Safety	5.1 – Collision Rates
	5.2 – Active Transportation Mode Share	5.2 – Demand for Active Transportation
	5.3 VMT	VMT per Capita
	5.4 GHG	GHG per Capita

Upon approval of the Commission, the performance measures will be applied to assess the existing and future conditions of the Study Network.

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

**Attachments:**

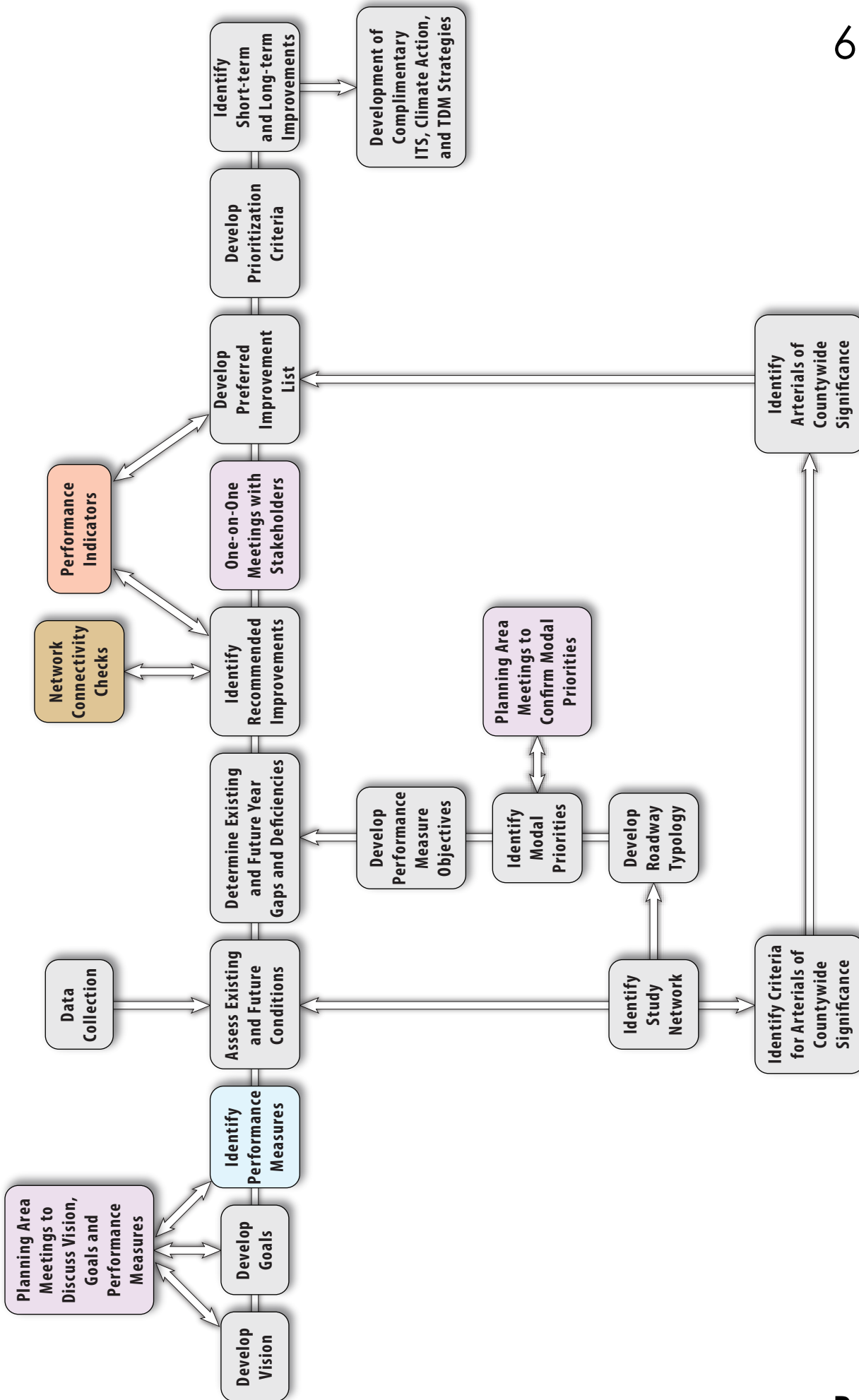
- A. Alameda Countywide Multimodal Arterial Plan – Planning Framework
- B. Multimodal Arterial Plan Performance Measures- Approach and Application

**Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner



# 6.1.1A

Figure 1

Alameda CTC Countywide Multimodal Arterial Plan Framework



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## MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
1. <b>Multimodal</b> (High Quality, Well Maintained and Reliable)	1.1 – Auto	1.1A – Congested Speed	Based on average PM peak hour congested speed.	Facility-Specific Measure, Existing and Future Conditions
		1.1B – Reliability	Based on PM peak hour volume-to-capacity ratio	Facility-Specific Measure, Existing and Future Conditions
	1.2 – Transit	1.2A – Transit Travel Speed	Based on average PM peak hour transit travel speed provided by transit agencies that operate in the County.	Facility-Specific Measure, Existing and Future Conditions
		1.2B – Transit Reliability	Based on average PM peak hour transit travel speed to non-peak hour travel speed ratio. Measure with supportive data to be provided by transit agencies that operate in the County.	Facility-Specific Measure, Existing and Future Conditions
	1.3 – Pedestrian	1.2C – Transit Infrastructure Index	Based on the following factors: <ul style="list-style-type: none"> <li>Provided bus stop amenities</li> <li>Bus stop location</li> <li>Bus stop design</li> </ul>	Facility-Specific Measure, Existing and Future Conditions
		1.3 – Pedestrian Comfort Index	Based on the following factors: <ul style="list-style-type: none"> <li>Sidewalk width</li> <li>Presence of buffer between sidewalk and roadway</li> <li>Average crosswalk spacing</li> <li>Roadway classification, average daily vehicle volume, number of travel lanes and speed limit</li> <li>Percent heavy vehicle traffic</li> </ul>	Facility-Specific Measure, Existing and Future Conditions

## MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	1.4 – Bicycle	1.4 – Bicycle Comfort Index	Application of the Level of Traffic Stress (LTS) methodology, which is based on the type of bicycle facility provided and separation from vehicle travel lanes. LTS methodology classifies roadway segments into one of four levels of traffic stress, which are termed as LTS1 through LTS4. Groups of cyclists are categorized by how much stress they will tolerate in different environments.	Facility-Specific Measure, Existing and Future Conditions
	1.5 – Trucks/ Goods Movement	1.5 – Truck Route Accommodation Index	Based on curb-lane width. Additional consideration for on-street parking; on-street parking will be considered only in urban contexts where many businesses are expected to load from the street.	Facility-Specific Measure, Existing and Future Conditions
	1.6 – Enhanced Mobility	1.6 – Non-Auto Transportation Mode Share	Qualitative assessment of cross-sectional improvements on likelihood of changes to transit, pedestrian, and bicycle travel (proxy for person throughput).	Area-Wide Indicator <sup>3</sup> , Existing, Future Conditions
	1.7 State of Good Repair	1.7 Pavement Condition Index (PCI)	Based on the PCI data obtained from the MTC StreetSaver database	Facility-Specific Measure, Existing Conditions
▪				
2. Accessible and Equitable <sup>1</sup>	2.1 – Social Equity	2.1 – Benefit to Communities of Concern	After the preferred list of short and long-term improvements is identified, a ratio will be estimated by dividing the number of arterial miles of identified improvements within Communities of Concern (COC) by the number of arterial miles of all identified improvements benefiting each jurisdiction. For Transit, number of population benefitted within COC versus overall population benefitted in the County will be used.	Area-Wide Indicator <sup>3</sup> , Future Conditions
3. Connected Across the County and Region	3.1 – Transit	3.1 – Transit Connectivity	Connectivity measures will be assessed through a mapping exercise. The transit, pedestrian, bicycle and truck networks will be mapped to identify gaps or inconsistencies in the networks. The pedestrian and bicycle	Area-Wide Measure, Existing and Future Conditions



## MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	3.2 – Pedestrian	3.2 – Pedestrian Connectivity	assessment will include consideration of relative comfort.	Area-Wide Measure, Existing and Future Conditions
	3.3 – Bicycle	3.3 – Bicycle Connectivity		Area-Wide Measure, Existing and Future Conditions
	3.4 – Trucks	3.4 – Network Connectivity		Area-Wide Measure, Existing and Future Conditions
4. Efficient Use of Resources <sup>2</sup>	4.1 – Efficient Use of Infrastructure Operations Funding	4.1 – Infrastructure Operating Cost Effectiveness	<p>Based on the ratio of improvement costs to existing facility costs:</p> <ul style="list-style-type: none"> <li>Develop unit operating costs for cross-sectional elements, including maintenance costs</li> <li>Estimate operating costs to maintain existing cross-section (<math>O_E</math>)</li> <li>Estimate operating costs to maintain preferred cross-sectional improvements (<math>O_P</math>)</li> <li>Operating Cost Effectiveness = <math>O_P/O_E</math></li> </ul>	Facility-Specific Measure, Future Conditions
	4.2 – Implementation Feasibility	4.2 – Implementation Feasibility Score		Facility-Specific Indicator <sup>3</sup> , Future Conditions
	4.3 ITS Infrastructure	4.3 Coordinated Technology		Facility-Specific Measure, Existing and Future Conditions

## MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	4.4 – Economic Benefits	4.4 – Property Value Index	Based on the change in residential and commercial property values influenced by transportation infrastructure improvements within the built environment.	Facility-Specific Indicator <sup>3</sup> , Future Conditions
<b>5. Safe, Healthy and Vibrant</b>	5.1 – Safety	5.1 – Collision Rates	Collision rates based on the SWITRS database.	Facility-Specific Measure, Existing Conditions
	5.2 – Active Transportation Mode Share	5.2 – Demand for Active Transportation	Potential for mode shift (low, medium, high) based on demand for active transportation.	Area-Wide Indicator <sup>3</sup> , Future Conditions
	5.3 VMT	5.3 – VMT per Capita	Using the Countywide Travel Demand Model	Area-wide Indicator <sup>3</sup> , Existing and Future Conditions
	5.4 GHG	5.4 –GHG per Capita	Using the Countywide Travel Demand Model	

### Notes:

1. Accessibility is a component of the Transit Infrastructure Index, Pedestrian Comfort Index and Bicycle Comfort Index.
2. Capital Cost Effectiveness considered previously is not included further based on additional evaluation that showed that there is not much utility for this measure and is accounted for in the Infrastructure Operating Cost Effectiveness measure already included.
3. Performance measures are generally applied to assess existing and/or future year transportation conditions, performance indicators will generally be evaluated after improvements are identified to ensure that the improvements meet the Plan's goals.



# Memorandum

6.1.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria

**RECOMMENDATION:** Provide input on the Draft Arterial Network Selection Criteria

## Summary

The arterial roadways are the core of the transportation system in Alameda County moving people and goods within the county and the region. Alameda CTC is developing a Countywide Multimodal Arterial Plan that will provide a framework for designing, prioritizing, and implementing projects and programs on the arterial network.

Defining the extent of the road network for focused study and identifying and prioritizing multimodal transportation improvements is a key aspect of the Multimodal Arterial Plan. The Alameda Countywide Multimodal Arterial Plan uses two types of network - a broad network, called "Study Network" for general study purposes and a subset of the broad network, called "Arterial Network" for focused identification and prioritization of long and short term improvements. The Study Network (included in Attachment A) includes arterial and collector streets, and was developed following the California Road System classification. The project team distributed this Study Network to the jurisdictions and transit agencies to support the data collection effort in December 2014. Data collection, analysis and typology development will occur on the Study network to provide a good understanding of the large network of roads in the county.

Since the Arterial Plan's long and short term improvements should be meaningful and manageable, the project team will identify and prioritize improvements on the Arterial Network, which is a sub-set of the Study Network. The Arterial Network is deemed to be of countywide significance.

The project team has developed a draft set of criteria for identifying roads and other modal facilities that will be part of the Arterial Network or Arterials of Countywide Significance. Table 1 summarizes the criteria by mode for identifying the Arterial Network. Attachment A presents the background information about both networks used in the Arterial Plan and details about the draft network selection criteria for developing the Arterial Network and includes a map of the Study Network.

**TABLE 1**  
**ARTERIALS OF COUNTYWIDE SIGNIFICANCE – SUMMARY DRAFT NETWORK CRITERIA**

Mode	Arterial Network Selection Criteria
Auto	<ul style="list-style-type: none"> <li>• Congestion Management Program (CMP) Network</li> <li>• Metropolitan Transportation System (MTS) Network</li> <li>• State Route Network (Non-Freeway)</li> <li>• Roads that provide access to freeway interchanges</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ Rural roads with an appropriate average daily traffic (ADT) volume threshold</li> <li>○ County connectors with an appropriate ADT volume threshold</li> </ul> </li> </ul>
Transit	<ul style="list-style-type: none"> <li>• AC Transit, LAVTA and Union City Transit major corridors</li> <li>• Cross-Town Routes as identified by AC Transit</li> </ul>
Bicycle	<ul style="list-style-type: none"> <li>• Countywide Bicycle Plan – Vision Network</li> </ul>
Pedestrian	<ul style="list-style-type: none"> <li>• Countywide Pedestrian Plan – Vision Network</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ PDAs not included in the Vision Network</li> <li>○ Communities of Concern areas not included in the Vision Network</li> </ul> </li> </ul>
Truck	<ul style="list-style-type: none"> <li>• Tier 1 Truck Routes, as applicable</li> <li>• Tier 2 Truck Routes</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ Tier 3 Truck Routes (Case by case)</li> </ul> </li> </ul>

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Note: Attachment B illustrates CMP and MTS Network

The draft criteria for selecting Arterials of Countywide Significance will be presented in February to the Committees and the Commission. Upon approval, the criteria will be applied and the Arterial Network will be mapped and presented for information in the following months.

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

**Attachments:**

- A. Alameda Countywide Multimodal Arterial Plan – Draft Criteria for Selecting Arterials of Countywide Significance
- B. Congestion Management Program Network

**Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

## MEMORANDUM

Date: January 26, 2015

To: Saravana Suthanthria and Daniel Wu, Alameda CTC

From: Francisco Martin and Matthew Ridgway, Fehr & Peers

**Subject: Alameda Countywide Multimodal Arterial Plan – Draft Criteria for Selecting Arterials of Countywide Significance**

OK14-0023

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The Alameda Countywide Multimodal Arterial Plan uses two types of networks - a broad network, called "Study Network" for general study purposes and a subset of the broad network, called "Arterial Network" for focused identification and prioritization of long and short terms improvements. The Study Network, as shown in the map attached to the end of this memo, includes arterial and collector streets, and was developed following the California Road System classification. The project team distributed this Study Network to the jurisdictions and transit agencies to support the data collection effort in December 2014. Data collection, analysis and typology development will occur on the Study Network to provide a good understanding of the large network of roads in the county.

The Arterial Network is deemed to be of countywide significance based on the criteria detailed in this memo. Since the Arterial Plan's long and short term improvements should be meaningful and manageable, the project team will identify and prioritize improvements on the Arterial Network. Traditionally, from the countywide significance perspective, Alameda CTC's Congestion Management Program (CMP) includes the routes designated as part of the Congestion Management Plan (CMP) network, and MTC's Metropolitan Transportation System (MTS) network. However, the CMP and MTS networks include Caltrans state routes and freeways that will not be part of the Study Network or the Arterial Network. To reflect a multimodal perspective, the Arterial Network will expand on the CMP and MTS networks to include transit, bicycle, pedestrian, and truck routes of countywide significance.



This memo presents draft criteria for selecting the Arterials of Countywide Significance, also known as the Arterial Network. Consistent with the multimodal nature of this study, this would be done by looking at each mode. The draft summary criteria for each mode are presented in **Table 1** and described in the sections below.

**TABLE 1**  
**ARTERIALS OF COUNTYWIDE SIGNIFICANCE – SUMMARY DRAFT NETWORK CRITERIA**

Mode	Arterial Network Selection Criteria
Auto	<ul style="list-style-type: none"> <li>• CMP Network</li> <li>• MTS Network</li> <li>• State Route Network (Non-Freeway)</li> <li>• Roads that provide access to freeway interchanges</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ Rural roads with an appropriate average daily traffic (ADT) volume threshold</li> <li>○ County connectors with an appropriate ADT volume threshold</li> </ul> </li> </ul>
Transit	<ul style="list-style-type: none"> <li>• AC Transit, LAVTA and Union City Transit major corridors</li> <li>• Cross-Town Routes as identified by AC Transit</li> </ul>
Bicycle	<ul style="list-style-type: none"> <li>• Countywide Bicycle Plan – Vision Network</li> </ul>
Pedestrian	<ul style="list-style-type: none"> <li>• Countywide Pedestrian Plan – Vision Network</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ PDAs not included in the Vision Network</li> <li>○ Communities of Concern areas not included in the Vision Network</li> </ul> </li> </ul>
Truck	<ul style="list-style-type: none"> <li>• Tier 1 Truck Routes</li> <li>• Tier 2 Truck Routes</li> <li>• Other considerations: <ul style="list-style-type: none"> <li>○ Tier 3 Truck Routes</li> </ul> </li> </ul>

Source: Fehr & Peers, 2015.

#### Auto

The higher order facilities such as CMP, MTS and state route networks will continue to support auto travel in Alameda County. These are historical systems that will be included in the Arterials of Countywide Significance network. Beyond the CMP, MTS and state routes, considering the diverse nature of the county and its central geographic location in the region, three other roadway types will be considered for inclusion in the Arterial Network:



- Rural roads in the East County will be reviewed for inclusion using an appropriate average daily traffic (ADT) volume threshold.
- County connectors (roads connecting to adjacent counties) will be reviewed for inclusion using an appropriate ADT volume threshold.
- Regardless of volume, roads connecting to freeways interchanges will be included.

#### Transit

Transit priority facilities will be derived from the on-going Countywide Transit Plan, which includes AC Transit's Major Corridors and Cross-Town Routes and high ridership LAVTA and Union City Transit routes. Also, roadways that provide access to major transit centers as defined in the Regional Transportation Plan (RTP) will be considered.

#### Bicycle

Bicycle facilities that are designated as part of the Countywide Bicycle Plan – Bicycle Vision Network (including both on- and off-street facilities) will be designated as part of the Arterials of Countywide Significance. The Countywide Bicycle Plan identified the Bicycle Vision Network based on five categories of regional significance, including inter-jurisdictional network (on- and off-street), access to transit routes, access to central business districts, inter-jurisdictional trails, and routes providing access to "communities of concern." Since the Countywide Bicycle Plan was adopted in the Fall of 2013, these routes will be cross-checked for jurisdictions such as Berkeley, Dublin, Oakland and Newark that have their bicycle master plan updates completed after the Countywide Bicycle Plan was adopted.

#### Pedestrian

Pedestrian priority facilities that are designated as part of the Countywide Pedestrian Plan – Pedestrian Vision Network (on- and off-street) will also be considered as part of the Arterials of Countywide Significance. The Pedestrian Vision Network includes a combination of streets within transit accessible districts, streets within Central Business Districts (CBDs), streets that provide access to major activity centers or communities of concern, and inter-jurisdictional trails. Other considerations will be made related to pedestrian-priority Routes of Countywide Significance:

- ABAG Priority Development Areas (PDAs) - includes central business districts and activity centers), which were used in developing the Pedestrian Vision Network but do not have complete correspondence with the Pedestrian Vision Network, will be reviewed for inclusion in the Routes of Countywide Significance.



- Pedestrian access within “communities of concern” as defined in the County’s Community-Based Transportation Plans will be considered.

### Truck

Non-freeway truck routes will be derived from the on-going Countywide Goods Movement Plan. The Goods Movement Plan summarizes the current truck route designations and sorts truck routes into three tiers:

- *Tier 1 truck routes refer to the state highways that are designated to handle a majority of the through truck traffic.*
- *Tier 2 truck routes refer to other state highways and designated arterials that provide intra-county and intercity connectivity and last-mile connection to the Port of Oakland and Oakland International Airport.*
- *Tier 3 truck routes refer designated arterials and collectors that are used in a majority of local pickup and delivery.*

The criteria for selecting truck routes for the Arterial Network will be:

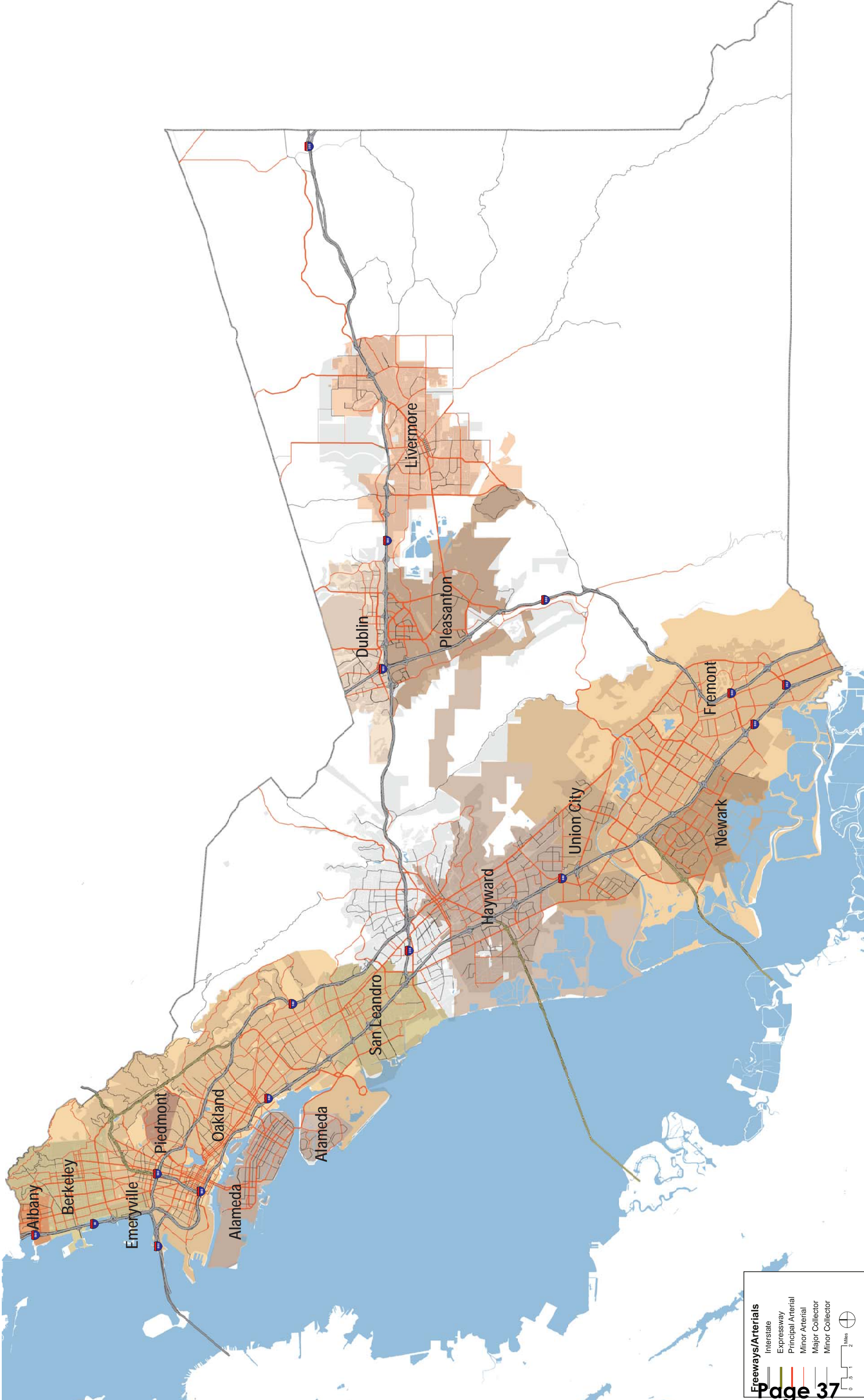
- Tier 1 (non-freeways) and Tier 2 will be designated as Arterials of Countywide Significance.
- Tier 3 routes will be considered on a case-by-case basis.
- The truck route network will be reviewed for connectivity with missing links added pending approval of affected jurisdictions.

Please contact Francisco Martin at 510-57-9422 if you have any questions or comments.

### **Attachments:**

*Draft Study Network and Context Map*





**Freeways/Arterials**

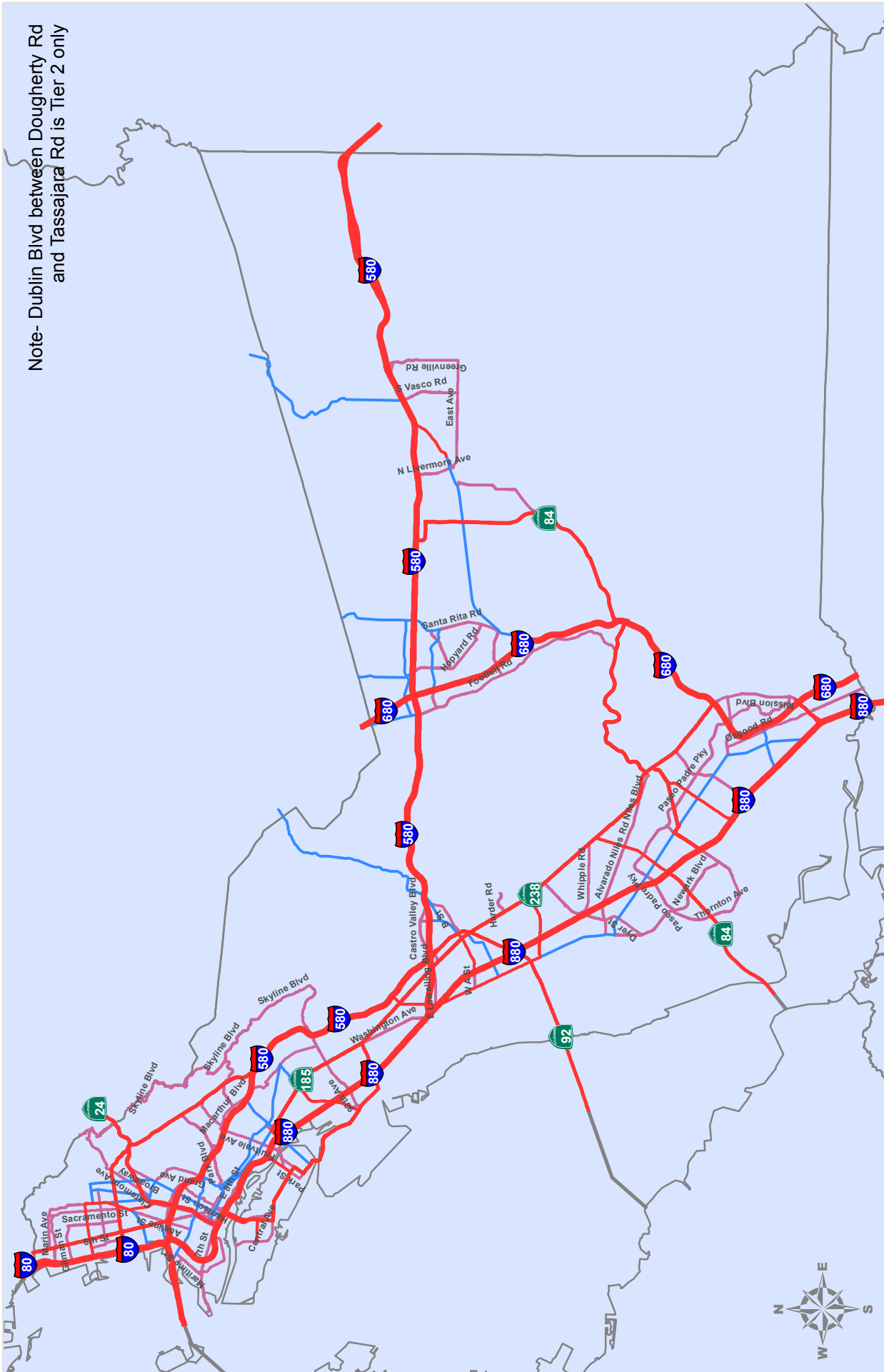
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

0 0.5 1 2 Miles

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Note- Dublin Blvd between Dougherty Rd and Tassajara Rd is Tier 2 only



- Legend**
- Interstate/Freeway (CMP - Tier 1 & MTS)
  - State Highway (CMP - Tier 1 & MTS)
  - Principal Arterial (CMP - Tier 1 & MTS)
  - Principal Arterial (CMP - Tier 2 & MTS)
  - MTS Routes

Figure 1 : Designated Countywide System Map



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# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area updates

**RECOMMENDATION:** Receive information on the 2016 CTP and Plan Bay Area updates

## Summary

Alameda CTC prepares and updates the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. It is updated every four years, and the existing CTP was adopted in 2012 and is due for an update in 2016. The 2016 CTP Update process will begin with a Request for Proposal (RFP) release in January 2015 and is expected to be completed with the CTP adoption in the Fall of 2016 (Attachment A). Also, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) began the update to the Regional Transportation Plan/Sustainable Communities Strategy, called Plan Bay Area for the Bay Area Region, and is scheduled to be adopted in the Spring of 2017 (Attachment B). Since the CTP is the basis for and informs the Plan Bay Area regarding long term transportation improvements for Alameda County, Alameda CTC will actively participate in the Plan Bay Area update process and coordinate the CTP development with the Plan Bay Area update.

## Discussion

Alameda CTC develops and updates the Countywide Transportation Plan, the long range transportation planning and policy document for the County. This document establishes a vision for Alameda County's multimodal transportation system to support the transportation needs of all users, develops a list of projects, programs and strategies to support the vision, inventories available funding and identifies gaps where funding and needs do not match and where additional sources of funding need to be secured. The existing CTP was adopted in 2012, and it was developed in conjunction with the development of the 2012 and 2014 Transportation Expenditure Plans.

State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy and that the CTPs should consider the most recent RTP/SCS. Alameda CTC coordinated the 2012 CTP update with and provided input into the Plan Bay Area (RTP/SCS) development by MTC and ABAG that occurred during the same time. Both MTC and ABAG began the update process to the Plan Bay Area recently.



Additionally, MTC has updated the Guidelines for the Countywide Transportation Plans in September 2014 to reflect the new legislative requirements that connects the CTPs with the Plan Bay Area since the last update to the guidelines in 2000. As with the previous processes, the Alameda CTC will coordinate the 2016 CTP update process with the Plan Bay Area update and will ensure that the updated CTP conforms to the recently adopted guidelines for the CTP.

### ***The 2016 CTP Update:***

The 2016 CTP update will build on the work that was done for the 2012 CTP update, focusing on addressing the changes in the regulatory and financial environment to develop a strategy to guide the long term multimodal transportation improvements for all users in Alameda County. The update will coordinate with all internal planning efforts and existing resources. In that regard, to the extent possible, it will use the work from all the three ongoing Alameda CTC's modal planning efforts, the Countywide Transit Plan, Countywide Multimodal Arterial Plan and Countywide Goods Movement Plan, including the adopted Countywide Bicycle Plan and Countywide Pedestrian Plan, and the Congestion Management Program.

The update will also include components to address climate change responding to the Sustainable Communities and Climate Protection Act (SB 375), land use and transportation integration with emphasis on update to implementing the Priority Development Areas (PDA) and Priority Conservation Areas (PCAs), and Complete Streets policies. Equity analysis and outreach will be important elements of the Plan development. The proposed investment plan for the CTP will include performance based evaluation of projects and programs that will again build off of, to the extent possible, the performance evaluation work from the three modal plans. A strategy to update the existing Community Based Transportation Plans will be included, and an attempt will be made to assess the economic impact or returns from the proposed CTP investment plan investments on the community.

### ***CTP development process and schedule***

Similar to the 2012 CTP development, the 2016 CTP update will be a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and key stakeholders including advocacy groups. Public outreach for the Plan will be held at strategic points throughout the Plan development process for easy and effective public participation and to provide input.

The Request for Proposals for the 2016 CTP Update will be released in late January or early February. Attachment A illustrates the CTP update schedule with scheduled adoption of the 2016 CTP in the Fall of 2016.

### ***Plan Bay Area Update***

MTC and ABAG began the Plan Bay Area update at the end of 2014 with the release of the Public Participation Plan. The update was formally kicked off at the Regional Advisory

Working Group meeting held on January 6, 2015, where the outline and schedule (Attachment B) for the update were presented. The 2017 Plan Bay Area update will be a focused update using the overall framework of the Plan Bay Area adopted in 2013. It will include emphasis on state of good repair and maintaining performance framework, focus on new initiatives and projects, and greater integration of other regional initiatives, including goods movement.

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

### **Attachments**

- A. 2016 Countywide Transportation Plan Update Schedule (*Handout distributed at meeting*)
- B. Plan Bay Area Update Schedule

### **Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

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Attachment A will be presented as a handout at the meeting

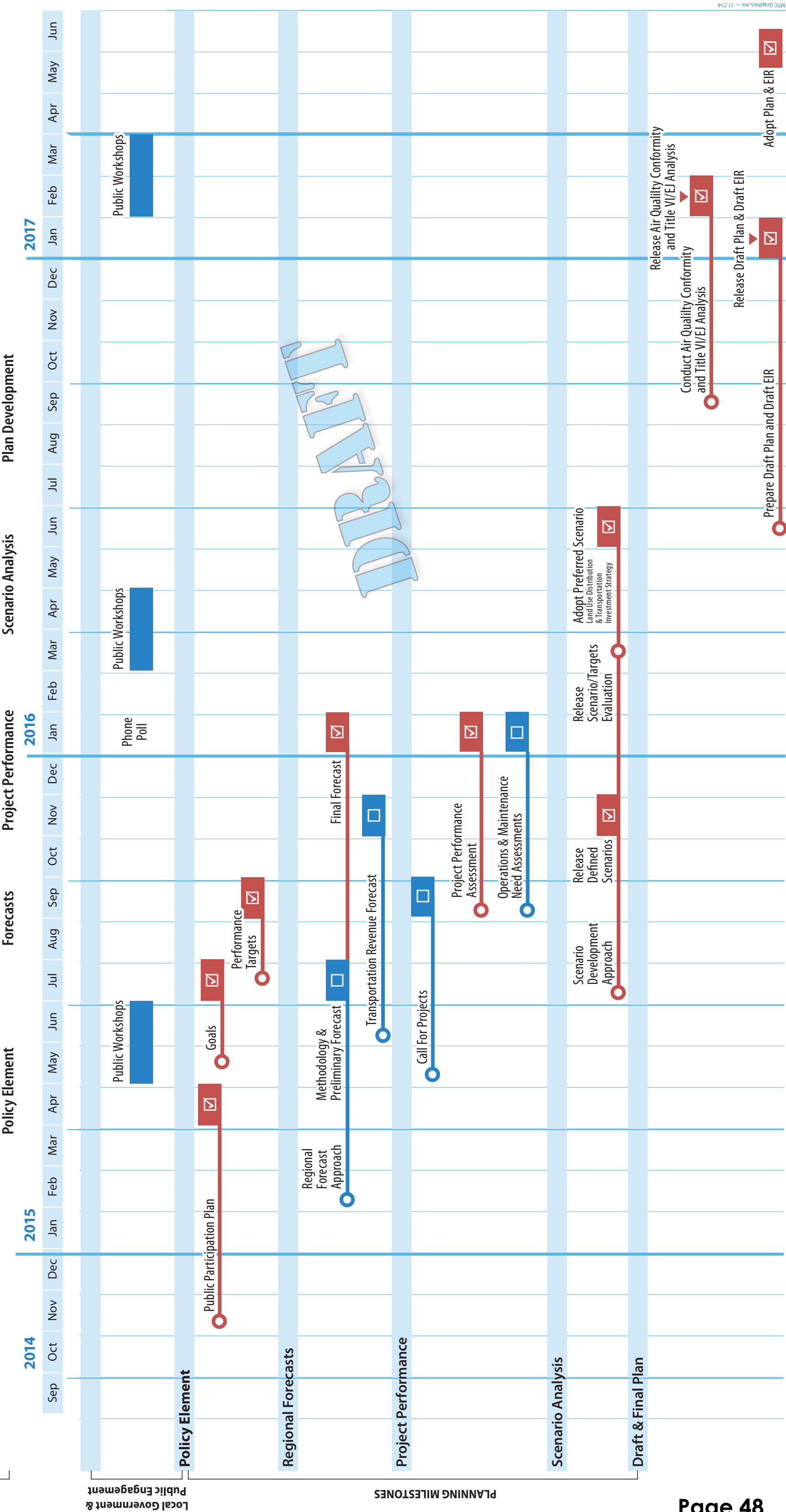
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## Attachment A

# Approach & Tasks: 2017 RTP/SCS

### Proposed Approach

Overall	<ul style="list-style-type: none"> <li>focused update in 2017 <ul style="list-style-type: none"> <li>no RHNA</li> <li>use overall Plan Bay Area framework</li> <li>local input on PDA and PCA revisions</li> </ul> </li> <li>emphasis on state of good repair and maintaining performance framework</li> <li>focus on new initiatives and projects <ul style="list-style-type: none"> <li>transit core capacity/connectivity</li> <li>goods movement</li> <li>inner bay corridors</li> </ul> </li> <li>greater integration of other regional agency initiatives such as <ul style="list-style-type: none"> <li>sea level rise adaptation planning</li> <li>healthy infill</li> <li>economic development</li> </ul> </li> <li>requirements per settlement agreement(s) including <ul style="list-style-type: none"> <li>PDA assessment</li> <li>Freight Emissions Reduction Action Plan</li> <li>EIR disclosures regarding Express Lanes</li> <li>Healthy Infill Guidelines</li> </ul> </li> </ul>
<b>Specific Tasks:</b>	
a) Public Outreach	<ul style="list-style-type: none"> <li>Develop Public Participation Plan</li> <li>2 rounds of telephone polls</li> <li>3 rounds of open houses (kick-off, scenarios, draft plan)</li> <li>CBO-hosted focus groups</li> <li>briefings of elected officials</li> </ul>
b) Call For Projects	<ul style="list-style-type: none"> <li>update of Plan Bay Area project info</li> <li>new regional projects largely based on new initiatives</li> <li>incorporate new county projects per county plans and new funding sources/sales tax measures</li> </ul>
c) Project Performance Evaluation	<ul style="list-style-type: none"> <li>preserve strongest performance evaluation elements from Plan Bay Area</li> <li>integrate state of good repair analysis</li> </ul>
d) Job, Population & Housing Forecasts	<ul style="list-style-type: none"> <li>update job, population &amp; housing forecasts</li> <li>keep planning horizon at 2040</li> </ul>
e) Transportation revenue Forecast	<ul style="list-style-type: none"> <li>update revenue forecasts with new base year and growth rates</li> <li>keep planning horizon at 2040</li> </ul>
f) Scenario Analysis	<ul style="list-style-type: none"> <li>one round of scenario analysis</li> <li>scenarios designed to inform the selection of a preferred scenario</li> <li>same scenario alternatives revised and carried over into EIR</li> </ul>



# Attachment B – Responsibilities & Roles: 2017 Plan Bay Area

Major Tasks	Advisory				Decision-Making		
	A	B	E	F	G	H	I
	Partnership Board	Regional Advisory Working Group	Policy Advisory Council	Regional Planning Committee	MTC Planning Committee & ABAG Administrative Committee	Executive Board	Commission
	MTC	Joint	MTC	ABAG	Joint	ABAG	MTC
<b>1. Policy Element</b>							
Goals		●	●		☑		☑
Performance Targets		●	●		☑		☑
<b>2. Regional Forecasts</b>							
Population/Employment/Housing Forecasts		●	●	●	☑	☑	
Transportation Revenue Forecast		●	●		●		
<b>3. Project Performance</b>	●						
Call For Projects		●	●		●		
Project Performance Assessment		●	●		☑		☑
Operations & Maintenance Needs Assessment		●	●		●		
<b>4. Scenario Analysis</b>	●						
Define & Evaluate Scenarios		●	●	●	☑	☑	☑
Adopt Preferred Scenario [Land Use Distribution+ Transportation Investment Strategy]		●	●	●	☑	☑	☑
<b>5. Draft and Final Plan</b>							
Draft EIR		●	●	●	☑	☑	☑
Draft Plan		●	●	●	☑	☑	☑
Air Quality Conformity Analysis		●	●		☑		☑
Final EIR		●	●	●	☑	☑	☑
Final Plan		●	●	●	☑	☑	☑

● Input/Information

☑ Action/Decision

**NOTE:** Information provided is tentative and subject to change.

Action items presented jointly to MTC's Planning Committee and ABAG's Administrative Committee may seek a recommendation from one or both committees.

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