



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair

Mayor Bill Harrison,
City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

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City of Emeryville

Councilmember Ruth Atkin

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City of Livermore

Mayor John Marchand

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Councilmember Dan Kalb

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Mayor Margaret Fujioka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, May 9, 2016, 11:15 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

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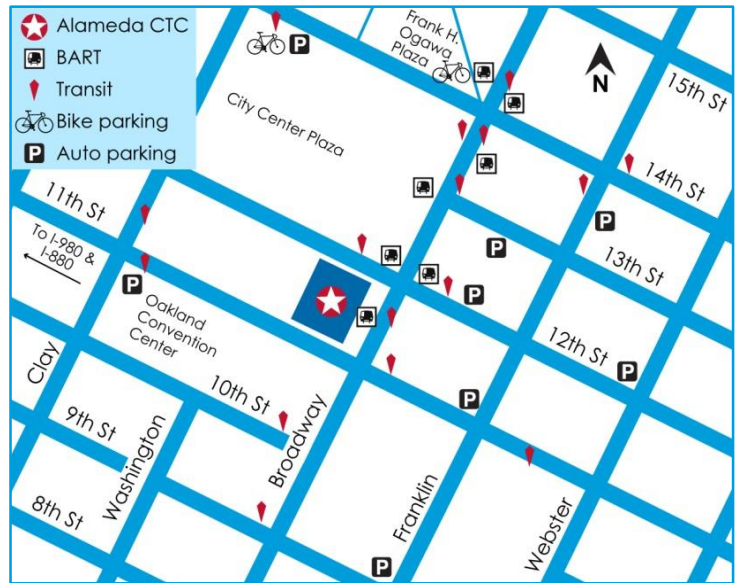
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, May 9, 2016, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Mayor Ruth Atkin, City of Emeryville
Vice Chair: Mayor Barbara Halliday, City of Hayward
Commissioners: Laurie Capitelli, Wilma Chan, Scott Haggerty, John Marchand, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Bill Harrison
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [April 11, 2016 PPLC Meeting Minutes: Approval of the April 11, 2016 meeting minutes.](#)

1 A

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

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5. Legislation

5.1. [May Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions](#)

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6. Planning and Policy

6.1. [Congestion Management Program: Receive an update on the 2015 Performance Report](#)

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6.2. [Countywide Multimodal Arterial Plan Update](#)

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6.3. [Draft Alameda Countywide Transit Plan: Approval of the Draft Countywide Transit Plan](#)

29 A

6.4. [Draft 2016 Countywide Transportation Plan: Approval of the Draft 2016 Countywide Transportation Plan](#)

35 A

6.5. [Affordable Student Transit Pass Program: Approval of the Pilot Model Program Sites and Parameters and the Shortlist of Schools; authorize Alameda CTC to enter into all necessary agreements and contracts with transit agencies, school districts, schools, and Clipper](#)

65 A

6.6. Discussion of Regional Gas tax for the Bay Area (Staff Report will be provided at meeting)

I

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: June 13, 2016

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



Planning, Policy and Legislation Committee Meeting Minutes Monday, April 11, 2016, 11:15 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Saltzman, and Commissioner Capitelli.

Subsequent to the roll call:

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan prior to the vote on item 5.1. Commissioner Saltzman arrived prior to the vote on item 5.1. Committee Chair Atkin left during item 6.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. March 9, 2016 PPLC Meeting Minutes: Approval of the February 8, 2016 meeting minutes

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

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following vote:

Yes: Atkin, Haggerty, Harrison, Halliday, Marchand, Kaplan

No: None

Abstain: None

Absent: Chan, Saltzman, Capitelli

5. Legislation

5.1. April Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions

Tess Lengyel provided an update on state and federal legislative activities and recommended approval of positions on legislation. On the federal side, Tess updated the committee on the FASTLANE grant, TIGER grant and federal appropriation efforts. On the state side, Tess recommended the following positions on five bills:

AB 1746 (Stone, Mark)- Support position

AB 2090 (Alejo) - Support position

SB 998 (Wieckowski) - Support position

SB 1051 (Hancock)- Support position

SB 1128 (Glazer)- Support position

Commissioner Atkin asked if there were provisions in SB 1051 that would ensure that the shoulder/bus only lanes be cleaned and maintained to avoid further incidents. Tess stated that the bill requires development of traffic control guidelines and operation requirements in coordination with CHP and Caltrans.

Commissioner Kaplan asked for an update on the senate, assembly and governors funding bill proposals. Tess stated that the Commission led support efforts for all three bill proposals, including sending letters, talking with members and preparing and delivering draft letters for cities, the county and transit partners to send to legislators to demonstrate a broad level of support for new and reliable funding from multiple Alameda County jurisdictions.

Commissioner Kaplan requested that I-580 express lane hours of operations be added to the legislative platform. Tess stated staff would look into that request.

Commissioner Halliday asked, if passed, when SB 1051 would be put into effect and how it would be implemented. Tess stated that the bill is a method of moving transit operators out of highly congested areas and further operation mechanisms will need to be developed if the bill passes.

Commissioner Haggerty requested that staff add the position that the Metropolitan Transportation Commission (MTC) has taken on regional bills to the staff reports if applicable. Tess stated that staff will add that information in the future and noted that MTC supported AB 1746 and is the sponsor of SB 1128.

Commissioner Haggerty moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following vote:

Yes:	Atkin, Haggerty, Harrison, Halliday, Marchand, Kaplan, Campbell-Washington, Saltzman
No:	None
Abstain:	None
Absent:	Capitelli

6. Planning and Policy

6.1 2016 Alameda Countywide Transportation Plan Update

Tess Lengyel provided the 2016 Alameda Countywide Transportation Plan Update. She provided information on the CTP development, the technical evaluation and the financially constrained list of projects. Tess updated the committee on the performance results for 2016 CTP and next steps in the plans development and planning. Tess stated that the technical advisory committee (ACTAC) reviewed and concurred with the performance results. Tess concluded the update by informing the committee that the draft CTP is scheduled to be approval in May 2016 with the two remaining modal plans scheduled for approval in spring/summer 2016.

Tess introduced Cathleen Sullivan, from Nelson\Nygaard, who provided detailed information on the results of the performance analysis. She stated that most modes are trending in the right direction and VMT and emissions are shown to decline. Cathleen stated that there are mixed results for congestion and efficiencies due to population and employment growth; however, the CTP investments moderate these growth impacts. She covered results in the performance assessment categories including: transit use and active transportation; connectivity and safety; economy, jobs, access; travel efficiency; and impacts on the environment.

Commissioner Haggerty asked if truck traffic will be eliminated through the Port of Oakland. Tess stated that the plan considers improvements at the port that will assist in reducing truck traffic, particularly on the I-580 and I-880 corridors.

Commissioner Marchand asked the performance results show an increases in bus ridership. Tess stated that there is an increase in transit ridership.

Commissioner Saltzman asked if the reductions in greenhouse gas emission were due to truck traffic reductions. Tess stated that there is a combination of items that feed into greenhouse gas emission reduction that includes new technology, fuel efficiencies, land use and job growth.

6.2 Affordable Youth Transit Pass Pilot Program Update (Verbal)

Tess Lengyel provided a brief update on the Affordable Youth Transit Pass Pilot Program. She stated that last month the Commission adopted the baseline framework and staff has begun working with over 25 school sites. She noted that staff has begun extensive work to ensure that the pilot programs will be running for the 2016/17 school year. Commissioner Kaplan stated that staff needs to bring a detailed report to the Commission that outlines the school site selection process and provides information on bus pass mechanisms specifically coordination with the Clipper card.

7. Committee Member Reports

Commissioner Saltzman stated that BART reached an agreement with the labor unions on the BART laborer contracts.

8. Staff Reports

There were no staff reports.

9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 9, 2016 at 11:15 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

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 2, 2016

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 April 11, 2016, the Alameda CTC reviewed a Draft Environmental Impact Report. Comments were submitted on this document and the comment letter is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Environmental Impact Report for Kaiser Dublin Medical Center Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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March 18, 2016

Kristi Bascom
Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the Draft Environmental Impact Report for the Kaiser Dublin Medical Center Project

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Kaiser Dublin Medical Center Project. The project site is approximately 58.7-acres located in the eastern portion of the City of Dublin and is bounded by undeveloped land and a stormwater basin to the west, Dublin Boulevard to the north, the Fallon Gateway retail center to the east, and Interstate 580 to the south. The proposed project would consist of approximately 1.2 million square feet of medical campus and commercial uses with surface and/or structured parking for 3,300 to 5,200 vehicles.

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

- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (BART and LAVTA in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the DEIR to reflect the multimodal nature of the CMP requirements:
 - The language in Appendix J – Chapter 8 should incorporate the multimodal nature of Alameda CTC's CMP requirement.
 - Appendix J- Chapter 8 should include multimodal project impact analysis. The DEIR has included some elements of this analysis in the Appendix J – Chapter 9 Site Access, Circulation and Parking. Specifically:
 - Transit impacts to consider include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.

- The DEIR indicated that the Alameda CTC travel model was applied on the MTS roadway segments analysis to analyze the impacts of the proposed project on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The DEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.
- Alameda CTC notes that for the purpose of developing future forecasts, the DEIR assumed BART extension to Livermore/Isabel by 2040. Please note that Alameda CTC provided the following comment to the Notice of Preparation of the DEIR in March 2015 regarding the extension:

“Within your project area, the BART to Livermore Extension is a major transit project included in Alameda CTC’s 2014 Transportation Expenditure Plan (TEP) and Alameda CTC’s CTP. This letter requests your consideration of right-of-way preservation related to this project.”
- The DEIR correctly stated (on page 16 of Appendix J – Chapter 9) that Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service (LOS) for the Land Use Analysis Program (LUAP) of the CMP. However, the DEIR also stated (on page 17 of Appendix J – Chapter 9) that Alameda CTC has specific LOS thresholds standards for Caltrans facilities. Please correct the language to reflect that Alameda CTC has not adopted any thresholds of significance.
- Alameda CTC noted that the TIA included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update. Our comments regarding the VMT assessment are:
 - Appendix J – Tables 34 and 35: The VMT assessment estimated that there would be additional 3,975 employment created by the project in 2040. Please provide the source of how the DEIR converted square feet of project development to number of employees to model project land use.
- The DEIR indicated (on page 129) that the land use assumptions in the Alameda CTC travel model are consistent with Association of Bay Area Governments (ABAG) population and employment projections that may differ from the City of Dublin’s model. While this is true, please note that land use assumptions in the Alameda CTC travel model has been reviewed by City of Dublin staff in 2014 and incorporates their feedback.
- The DEIR concluded that in 2040, the following MTS roadway segments would experience significant project impacts:
 - Dublin Boulevard between Camp Parks Boulevard and Fallon Road
 - Hopyard Road/Dougherty Road between I-580 and Scarlett Drive
 - Isabel Avenue between Airway Boulevard and Jack London Boulevard
 - Isabel Avenue between Stanley Boulevard and Concannon Boulevard
 - Vallecitos Road between I-680 and Isabel Avenue:
 - Alameda CTC noted that the DEIR acknowledged:
 - That improvements to parallel corridors in the region would provide alternative routes and additional transportation capacity in the region.
 - The project developers would help fund improvements through payment of the City of Dublin and Tri-Valley Regional traffic impact fees .However, since implementation of a parallel capacity cannot be assured at this time, the impacts on these roadways could remain significant and unavoidable.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7428 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", with a stylized, flowing script.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 2, 2016

SUBJECT: May Legislative Update

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

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. This is an action item.

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. 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.

State Update

Attachment B provides information on activities and issues at the state level from Alameda CTC's state lobbyist, Platinum Advisors.

State Legislation Recommendation: The following legislative recommendations support Alameda CTC Legislative Priorities as adopted in January 2016, described above, and shown in Attachment A. The following legislative recommendations reflect recommended bill positions on specific categories.

Bill Number	Bill Information	Staff Recommendation
Goods Movement		
AB 1780 (Medina D) Greenhouse Gas Reduction Fund: trade corridors.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (GGRF) and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill, beginning in the 2016–17 fiscal year, would continuously appropriate 20% of the annual proceeds of the GGRF to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.</p>	<p>Alameda CTC's 2016 legislative program supports "a designated funding stream for goods movement."</p> <p>Staff recommends a SUPPORT position on this bill.</p> <p>MTC has taken a support position on this bill</p>
AB 2170 (Frazier D) Trade Corridors Improvement Fund: federal funds.	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund (TCIF) and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects</p>	<p>Alameda CTC's 2016 legislative program supports "a designated funding stream for goods movement."</p>

	<p>eligible to receive these funds. Existing law continues the TCIF in existence in order to receive revenues from sources other than the bond act for these purposes.</p> <p>This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal FAST Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.</p> <p>This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.</p>	<p>Staff recommends a SUPPORT position on this bill.</p> <p>MTC has taken a support position on this bill.</p>
Funding		
<p>AB 2289 (Frazier D) Department of Transportation: capital improvement projects.</p>	<p>Existing law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.</p> <p>This bill clarifies that capital improvement projects related to operations on the state highway system are eligible for inclusion in the</p>	<p>Alameda CTC's legislative program supports "legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation</p>

	<p>State Highway Operation and Protection Program (SHOPP). This bill is a technical cleanup bill and it will not have any significant impact in the way the SHOPP has been developed. Because highways are increasingly needed to be managed through operational, rather than expansion, projects, this clarifications makes certain that operational improvement types of capital projects are eligible for funding under SHOPP.</p>	<p>infrastructure and operations."</p> <p>Staff recommends a SUPPORT position.</p> <p>The California Transportation Commission supports this bill and MTC is considering a position on this bill.</p>
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Federal Update

Attachment C provides information on activities and issues at the federal level from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. State Information Update
- C. Federal Information Update

Staff Contact

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



2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

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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."

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

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



April 29, 2016

TO: Art Dao, Executive Director
Alameda County Transportation Commission

Tess Lengyel, Deputy Director of Policy, Public Affairs & Legislation
Alameda County Transportation Commission

FR: Steve Wallaach
Platinum Advisors

RE: Legislative Update

Revenues: It is always difficult, confusing, to pin point where the state stands in terms of revenues because the Department of Finance and the State Controller's Office count things differently, and adding to this is whether any surplus revenue is based on the revenue estimates from when the budget was signed last year, or estimates based on the Governor's budget proposal release in January. For example, for the month of March the DOF's monthly cash report illustrated cash for March missed the projections in the proposed 2016-17 budget by \$170 million, while the Controller's monthly update for March stated cash receipts beat the projections in the proposed 2016-17 budget by \$218 million – a nearly \$400 million swing. Regardless, things are still looking positive overall.

Using the Governor's proposed 2016-17 budget as the base obscures the true revenue gains in the current fiscal year. Based on the revenue and expenditure projection used in the 2015-16 budget, revenues in the first nine months of this fiscal year are beating projections by \$2.26 billion. In addition, preliminary estimates on the biggest revenue month, April, show income tax revenues beating the Governor's estimate of \$12.2 billion by \$1.6 billion – for a total take in April of \$13.8 billion.

The May Revise must be released by May 14th and it will reflect how the Governor wants to spend any additional revenue. While the Governor's budget proposal puts most of the revenue gains into the Rainey Day Fund, the Legislature may have other ideas on how this revenue should be spent.

Housing and Homelessness Proposals: Earlier this week, the Assembly Democratic Caucus released a new housing proposal to be vetted through the budget process along with the Senate’s “No Place like Home” initiative.

The Assembly Democratic Caucus’ would appropriate \$1.35 billion in surplus revenue to address the current housing crisis. One of the primary creators of the proposal, Assemblyman Tony Thurmond from Richmond, described it as a balanced approach designed to assist renters, owners, and the homeless, but not intended to be the sole solution to the housing situation for many families and individuals across the state. Key areas addressed:

- Rental Housing for Lower Income Working Families
 - \$300 million for the Low-income Housing Tax Credit
 - \$200 million for the Multi-family Housing Program
- Homeownership Opportunities and Rental Housing for Working Families
 - \$200 million for a new program, Local Funding Grants for Workforce Housing
 - \$200 million for CalHome
- Housing for Farmworkers and their Families
 - \$50 million Joe Serna Farmworker Housing Grant Program
 - \$25 million to increase the Farmworker Housing Tax Credit
 - \$250,000 for the Napa County Farmworker Housing Centers
- Seismic Retrofit of Soft-Story Homes
 - \$60 million for Personal Income Tax Credit for the seismic retrofit of soft-story buildings
- Housing Assistance and Production for Homeless Individuals and Families
 - \$200 million for the Multi-Family Housing Program – Supportive Housing
 - \$60 million for the new, Medi-Cal Housing program to provide rental assistance for homeless individuals enrolled in Medi-Cal served through the 1115 Waiver Whole Person Care Pilot Program
 - \$40 million for the Emergency Shelter Grant Program

STA & Senate Budget Sub 2: Senate Budget Subcommittee #2 oversees transportation funding items. The subcommittee held primarily an informational hearing on several transportation funding items; however, they did take action on a key public transit issue.

Subcommittee 2 unanimously approved the adoption of trailer bill language that would put a freeze on the changes implemented by the State Controller’s Office on how the revenue portion of State Transit Assistance funds are allocated. The language would direct the Controller’s Office to allocate the remaining 2015-16 funds and all of the 2016-17 and 2017-18 funds pursuant to the formula used to allocate the STA revenue funds in the 2014-15 fiscal year. This “timeout” would provide time for transit operators to work with the Controller on implementing any needed statutory changes next year.

As you may recall, the State Controller’s Office (SCO) changed how it calculates the allocation of the revenue share of STA funds. The STA allocation formula allocates half of STA funds to a

region based on the region's share of the statewide population, and half allocated to operators based the operator's proportionate share of fare box and other revenue sources.

Historically, the SCO calculates the revenue share based on the revenue from those transit operators that receive TDA Article 4 funds. If an operator does not receive Article 4 funds it is not eligible to receive STA funds. The SCO has changed its interpretation to now base the allocation of the STA revenue share to any entity that submits an annual financial transaction report to the SCO. This increased the number of eligible transit operators from about 150 to 250. These new potential claimants consist of van pools, paratransit providers, and some legitimate public transit operators. In addition, the SCO changed how it allocates these funds. The revenue is now allocated to the regional transportation agency, such as MTC, and it is at the regional transportation agency's discretion on how these funds are allocated to the operators within the region.

The impetus for this change remains a murky, and there are many potential pitfalls to this change, such as could corporate shuttles become eligible for STA funds if they file a financial report. This change also impacts how LCTOP funds would be allocated.

Stop & Go: While there have been no public hearings or major announcements on any progress on reaching a transportation funding agreement, recent amendments to Senator Beall's SBX 1 does show some movement on trying to secure Republican support for a funding package. Many of the items added to SBX 1 have previously been proposed by Republican Caucus members. Attached is an updated comparison of the main proposals.

In general each of the proposals would create a Road Maintenance & Rehabilitation Account where all the new excise tax and vehicle fee revenue would be deposited. Senator Beall's SBX 1 and Assemblyman Frazier's AB 1591 would dedicate 5% of the revenue to a State and Local Partnership Program that would be open to those counties that previously did not have a local transportation sales tax program. The balance of the funds would then be split with 50% allocated to Caltrans for the SHOPP and other eligible projects, and 50% allocated to cities and counties for local street and road projects.

The amendments to SBX 1 illustrate progress in reaching a bi-partisan agreement on a meaningful transportation funding package. This will hopefully spur momentum to reach an agreement as part of the budget. The following summarizes the more significant changes made to SBX 1.

Revenue Tweaks: SBX 1 not only requires the excise taxes to be adjusted for inflation, but the amendments also require the excise tax to be adjusted to account for improving vehicle fuel efficiency. In addition, the amendments require the vehicle registration fee and the Road User Charge to also be annually adjusted for inflation.

In other areas, the amendments would capture and return to transportation programs the increased gas tax revenue derived from fuel sales for boats, agricultural vehicles, and off-

highway vehicles. This revenue is currently directed to the general fund. The amendments would allocate this revenue pursuant to the Prop 42 formula of 44% STIP, 12% SHOPP, and 40% local streets and roads.

Sales Tax: In a surprising move, SBX 1 was amended to increase the sales tax add-on for diesel fuel from 1.87% to 5.25%. The 1.87% add-on was enacted as part of the fuel tax swap in order to stabilize State Transit Assistance (STA) funding. STA provides operating funds for transit operators. This increase to 5.25% would increase STA funding by about \$300 million. While STA revenue would climb by \$300 million for total balance of \$600 million, not all the sales tax money is used for transit. SBX 1 would direct 1.75% of the increase to the Transportation Debt Service Account to pay the debt service on Prop 108, 116 and 1B bonds. An amount of cap & trade dollars equal to the 1.75% would be deposited into the STA to keep transit whole.

Cap & Trade Revenue: The amendments significantly increase the amount of cap & trade auction revenue allocated for transportation purposes. The changes would increase the current 60% of revenue continuously appropriated to nearly 80% of all auction revenues. This expanded allocation of cap & trade revenue will impact the negotiations on the cap & trade expenditure plan, and will likely draw the opposition of numerous groups advocating to use cap & trade revenue for numerous other programs. The cap & trade expenditures in SBX 1 include the following:

- Increase from 5% to 10% the continuous appropriation for the Low Carbon Transit Operations Program. Increasing the program from \$100 million to \$200 million annually.
- Increase from 10% to 20% the continuous appropriation for the Transit & Intercity Rail Capital Program. Increasing the program from \$200 million to \$400 million annually.
- Continuously appropriate \$100 million in auction proceeds to the Active Transportation Program.
- Annually appropriate an amount equal to 1.75% of the diesel fuel sales tax to the State Transit Assistance Program. These funds would backfill the reduction of a similar amount of revenue being used for bond debt service.
- Annually appropriate to the Transportation Debt Service Fund an amount equivalent to the cost of bond debt service for Prop 1A – High Speed Rail Bonds.
- Require the High Speed Rail Authority to set aside over time from the 25% of cap & trade funds that the Authority receives \$550 million for a competitive grant program for commuter rail and intercity rail connectivity projects.

Truck Weight Fees: SBX 1 would phase out the use of truck weight fees for bond debt service. To avoid any impact to the general fund, SBX 1 uses cap & trade revenue for the debt service on High Speed Rail bonds, and a portion of the increase sales tax on diesel fuel is used for the debt service on Prop 108, 116, and 1B bonds. Truck weight fee will continue to be used for the balance of debt service demands. However, amendments direct the

Department of Finance, CalSTA, and the CTC to develop a plan that will phase out the use of weight fees starting no later than the 2021-22 fiscal year.

Environmental Review: SBX 1 amendments make several changes aimed at improving the environmental review process. The bill would expand an existing CEQA exemption that currently applies in rural counties to allow any city or county to proceed with maintenance and repair projects within an existing right-of-way without CEQA review. This exemption for all counties and cities would sunset on January 1, 2025. SBX 1 would also repeal the sunset date on delegating the NEPA process to Caltrans.

The most significant addition to SBX 1 is the creation of the Advanced Transportation Project Mitigation Program. Amendments add a detailed proposal to create this mitigation bank. In general the Act directs the Natural Resources Agency to develop guidelines to prepare and implement mitigation plans. The language also directs any state, regional or local transportation entity to enter into an MOU to implement a mitigation plan.

Reforms: The amendments will once again make the California Transportation Commission (CTC) an independent entity. Under the reorganization plan that created CalSTA, the CTC was partially placed under the oversight of CalSTA. In addition, amendments would create the Office of Transportation Inspector General. This would also be an independent entity that would have the power to review policies and audit programs that involve transportation funds.

Bike & Ped: The amendments replace onerous provisions that required the inclusion of bicycle and pedestrian components to any STIP or SHOPP project. The changes would elevate the importance of bicycles and pedestrian projects within Caltrans:

- Requires Caltrans to amend the Highway Design Manual by January 1, 2017 to incorporate complete streets design concepts.
- Creates within Caltrans the Division of Active Transportation.
- Appropriates \$100 million in cap & trade revenue annually to the Active Transportation Program
- SBX 1 continues to include as an eligible expense bicycle and pedestrian component included in a local street and road maintenance or safety project.

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Memorandum

6.1

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 2, 2016

SUBJECT: Congestion Management Program: 2015 Performance Report Update

RECOMMENDATION: Receive an update on the 2015 Performance Report.

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, paratransit, biking, walking, and liveable communities. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed level. The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

The 2015 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2015 or fiscal year 2014-15. Because publication of some data sources lags preparation of the report, older data are used in some instances.

The full report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129 *((hyperlinked to the website))*

Fiscal Impact: There is no fiscal impact.

Staff Contact

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Memorandum

6.2

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DATE: May 2, 2016

SUBJECT: Countywide Multimodal Arterial Plan Status Update

RECOMMENDATION: Receive Status Update on the Countywide Multimodal Arterial Plan

Summary

Arterial roadways are the backbone of Alameda County's transportation system, moving people and goods within the county and the region. These roadways provide regional and local mobility for 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 (MAP), a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials.

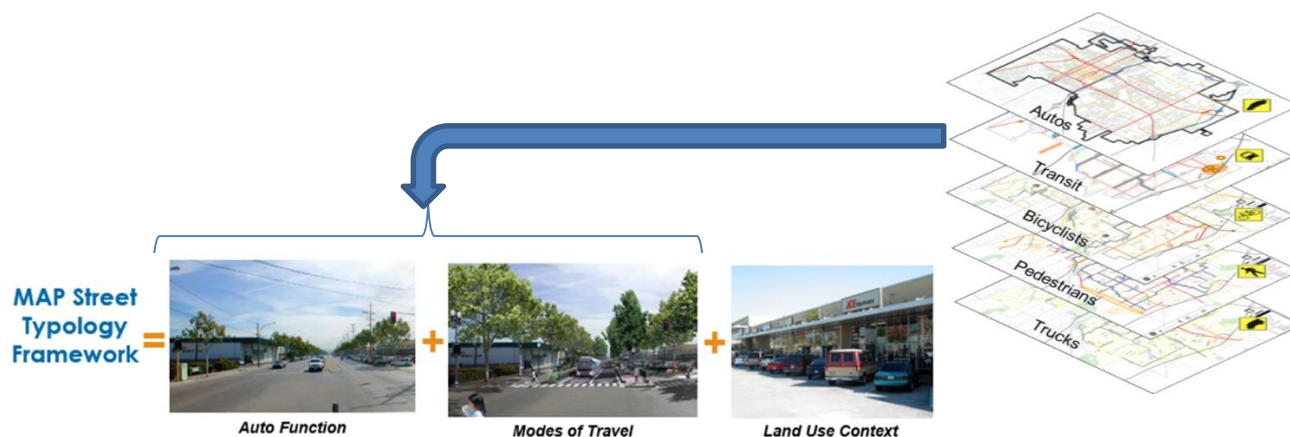
The MAP development is being closely coordinated with local jurisdictions, the California Department of Transportation (Caltrans), transit operators, and non-agency members representing all modes. It develops typology (classifying the arterials based on the modes they support and the land use they serve) for the major arterials and identifies modal priorities, and ultimately provides recommendation for potential short and long-term multimodal transportation infrastructure improvements, based on the multimodal needs estimated to accommodate the multimodal travel demand growth in Alameda County. The typology and modal priorities were approved by the Commission in October 2015. The draft Plan including the short and long term improvements will be presented to the Commission in June 2016.

Discussion

The Arterials Plan that studies 1,200 miles of major arterials, essentially provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. As illustrated in Figure 1, the intent is to address the needs of all modes and users on the county's arterial roadways in the context of surrounding land use, as well as providing a connected and continuous countywide network for all modes. In February 2015, the Commission approved the vision, goals, and multimodal performance measures for the Arterials Plan. The project team then

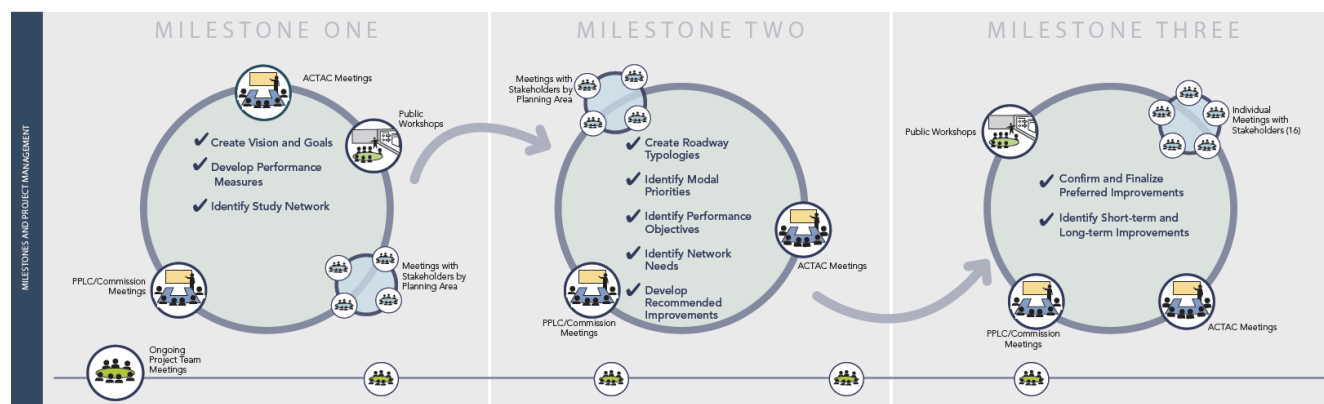
worked with agency and non-agency stakeholders to develop a typology framework – a classification of the arterials that reflected the surrounding land use context and identified the role and needs of various modes on these roads. This typology framework informed prioritizing of various modes on the arterials. The Typology and Modal Priority development process received about 700 comments from the stakeholders. The Commission approved the MAP's typology framework and modal priorities in October 2015.

Figure 1 – Typology – A Review of All Modes and Integrating Land Use



Using the adopted performance measures and the modal priorities for the arterials, the project team identified needs of various modes on the arterial roadways. This needs assessment informed the development of draft proposed improvements for various modes on 510 miles of core arterials, known as the Arterial Network. The plan development process including the improvements identification are illustrated in Figure 2 below.

Figure 2 – Arterial Plan Development Process



These draft proposed improvements were discussed and reviewed during a series of small group and one-on-one meetings with the jurisdictions, transit agencies, and Caltrans from February 29th through March 7th. Agency stakeholders provided more than 300 comments regarding the MAP's draft proposed improvements. The project team is currently addressing these comments and the updated draft improvements grouped into short and long term

improvements will be presented to the Committees and the Commission for approval as part of the draft Multimodal Arterial Plan in June 2016.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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Memorandum

6.3

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DATE: May 2, 2016

SUBJECT: Alameda Countywide Transit Plan

RECOMMENDATION: Approve the Draft Countywide Transit Plan.

Summary

The first stand-alone Countywide Transit Plan identifies a vision for a comprehensive countywide transit network designed to support Alameda County's needs now and in 2040. The Countywide Transit Plan provides a framework for bringing a fast, frequent, and reliable transit network to fruition. This framework will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County.

Alameda County has a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county.

The Transit Plan targets a set of improvements in 14 corridors that are most likely to carry some of the strongest future demand for transit. The identification of these corridors was based upon a market analysis and is intended to serve primarily as a guidepost for maximizing future transit investments in the county. The Transit Plan also outlines a set of network recommendations with the types of improvements that can enable fast, frequent, and reliable service to capture ridership demand and address the unique needs of each corridor. All recommendations will require extensive further development and evaluation by operating agencies and local jurisdictions before implementation.

The Plan has been informed by ongoing interagency coordination, stakeholder input, and extensive public outreach efforts. The Countywide Transit Plan is designed to build upon and relate to a variety of recent and ongoing planning activities in the county and region.

Background

Alameda County's mature transit network is critical to supporting the economy, the environment and the quality of life. To strengthen this transit network the Countywide Transit Plan employed a market-based approach to identify the most critical needs, challenges and opportunities for our existing and future transit network.

Since March 2014, when development of the plan got underway, Alameda CTC has:

- (1) Identified transit needs and opportunities through an assessment of existing trends and forecasted future conditions;
- (2) Defined a vision and goals for the plan;
- (3) Identified transit service tiers and corridors for transit investments through performance-based planning and evaluation;
- (4) Approved Draft Network Recommendations and performance measures;
- (5) Completed a quantitative and qualitative evaluation of network recommendations using adopted performance measures;
- (6) Developed a complementary paratransit strategy;
- (7) Developed complementary guidelines for building transit-oriented communities; and finally
- (8) Developed a financial plan and a set of strategies for moving the Final Network Recommendations forward.

The Countywide Transit Plan will position the county, its jurisdictions and transit operators to pursue upcoming funding opportunities, including the FAST Act, Cap and trade grants, and other funding opportunities that may become available in the planning horizon to support the network recommendations, fulfilling the vision and goals of the Transit Plan.

Vision and Goals

Alameda CTC adopted a focused transit vision: *Create an efficient and effective transit network that enhances the economy and the environment while improving the quality of life in Alameda County.* This vision led to the development of seven goals focused on the issues that are central to creating an effective transit system. These goals are also intended to help Alameda CTC determine where transit investments will go farthest in serving transit needs. The goals include:

- **Increase Transit Mode Share:** The goal supports increasing per capita transit ridership, and reducing dependence on auto travel on a per capita basis.
- **Increase System Effectiveness:** This goal supports achieving a more financially sustainable transit system whereby supply matches demand by location, service type, frequency, time of day and day of week.
- **Increase the Effectiveness of Inter-Regional Transit Travel:** Alameda County is a key gateway to and from the San Francisco Bay Area with a significant portion of inter-regional trips beginning or ending in, or passing through Alameda County. This goal supports more effective inter-regional transit service to shift some of these inter-regional trips from roads and highways onto rail, bus and shuttle transit services by making transit more competitive.

- **Increase Cost Efficiency:** The cost of transit service is outpacing service and ridership growth. This goal supports using funds as efficiently as possible to maintain current transit service levels, as well as to increase frequency and service hours.
- **Improve Access to Work, Education, Services, and Recreation:** The transit system should make it easy for all people to travel without reliance on private automobiles. This goal supports improving transit with development of a coordinated transit network that integrates modes, routes, schedules, service periods, fares and fare payment types to provide fast, reliable connections between major residential populations and activity centers. Additionally, the potential to capture more trips on transit can be improved by promoting land use patterns that provide a mix of uses and greater density around transit hubs and or activity centers. A focus on improving pedestrian and bicycle access from the catchment area of transit stops and stations is also important in improving access.
- **Reduce Emissions:** Transportation is the single largest contributor to emissions (greenhouse gases and air pollutants¹). This goal supports creating an accessible, reliable, safe and efficient transit network, so that transit can capture a larger mode share, resulting in less reliance on SOV driving. Shifting travel from cars to transit can help reduce emissions, provide a more environmentally sustainable transportation system, and enhance the quality of life and the environment in Alameda County.
- **Achieve a State of Good Repair:** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. This goal support both the maintenance of existing transit facilities and fleets.

Regional and County Planning Context

The Countywide Transit Plan is designed to build upon planning efforts in the county and region. Among the most relevant efforts are;

- Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP)
- AC Transit's Major Corridors Study (MCS)
- LAVTA/Wheels' Comprehensive Operations Analysis
- Alameda CTC's Countywide Multimodal Arterial Plan
- Alameda CTC's Countywide Goods Movement Collaborative and Plan

In addition, the Countywide Transit Plan recognizes that there are many other transit studies and plans underway, including those sponsored by MTC (e.g., Core Capacity Study), Bay Area Rapid Transit (BART), Altamont Corridor Express (ACE), San Francisco Municipal Transportation Agency (MTA), Capitol Corridor and WETA. The Countywide Transit Plan acknowledges these efforts, but will not make recommendations on these specific studies, because independent detailed analyses of these potential improvements are underway.

¹ Sustainable Communities and Climate Protection Act of 2008.

Challenges and Opportunities

The county's land use characteristics, population density, economic vitality, and travel patterns provide strong market conditions for transit. The robust and mature transit network, and the presence of strong transit markets, however, has not translated to high transit ridership. More than half of all trips take place in transit competitive markets, yet only 14 percent of commute trips currently take place on transit. Trends of population and employment growth point towards an increasing demand for transit in future. Increasing transit mode share will be critical for accommodating forecasted growth and for serving mobility needs in an environmentally sustainable manner.

While Alameda County has market conditions supportive of a greater share of transit trips, there are significant obstacles to overcome. The following indicate that improvements are necessary system-wide:

Low transit mode share: Despite the high overall transit competitive markets identified in the plan, transit currently captures only 11% of commute trips in the county.

Transit ridership is not growing for intra-county trips: Where transit markets are strong and transit service is frequent, reliable, and highly competitive with vehicle travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly. However, bus ridership within Alameda County declined between 2006 and 2012 and then remained relatively flat through 2015.

System-wide operating costs are increasing faster than ridership: This trend will inevitably result in a lack of sustainability for operators to continue to provide high levels of service. However, the county's ability to accommodate new residents and support environmental goals requires that transit stay competitive and grow its share of the overall transportation market.

Congestion, on-time performance and bus operating speeds: Buses stuck in traffic causes longer travel times and unreliable service for customers; this affects both ridership and the financial sustainability of the bus operators. As operating speeds get slower, more vehicles and drivers are required merely to maintain current frequencies. Simultaneously the service becomes less attractive, resulting in lower ridership and worse productivity. Close coordination between local jurisdictions and transit operators is critical to address this challenge.

Transit Network Recommendations

The Countywide Transit Plan's network recommendations and strategies were developed based on an extensive assessment of the underlying market conditions and location characteristics and are intended to address the challenges described above. The resulting recommendations identify a network of transit corridors throughout the county that have the potential to capture the greatest market share of transit riders.

The 14 projects that are included in the Vision Network were developed in response to the evaluation of current transit service, current and forecasted transit market conditions. The evaluation was also informed by other on-going planning studies. It is important to note that Alameda County is a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This information helps to inform where transit funding investments can be made to capture increases in the transit rideshare market.

Further, network capital improvements are identified that can facilitate improved frequency and reliability of services. These recommendations focus on a network of corridors, and this plan recognizes that a critical next step to moving forward will be to focus on specific corridor improvements that can be linked to arterials improvements as identified in Alameda CTC's Multi-modal Arterial Plan and to projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential for moving forward any of the recommendations included in this plan. The Draft Plan includes complementary strategies for addressing needs of paratransit services, and design guidelines for transit oriented communities.

In order to accommodate anticipated population and job growth in Alameda County and achieve greenhouse gas emission goals, the efficient and effective transit network envisioned by the Transit Plan is an absolute necessity. Achieving this will require ongoing efforts and partnerships to address the following topics as detailed in the draft plan:

- **Improve the efficiency of transit operations** so that cost increases do not exceed the rate of inflation and that the benefit of dollars invested in transit operations and capital is maximized.
- **Increase investment in transit** to fully develop the corridors identified in the Countywide Transit Plan and to provide the highest levels of service (frequency, span, and coverage) that population and employment densities can support throughout the County.
- **Improve integration of transit service among operators** to provide a truly seamless travel experience for all transit customers regardless of their origin or destination. This includes coordinated routes and schedules, easy to access information of all services provided regardless of operator or mode, and a single payment system using smart cards and mobile payment that do not penalize a customer who needs to transfer between vehicles or providers.

- **Improve integration between transit providers and local, regional, and state government** to construct and maintain infrastructure that provides for fast and reliable transit service supported by high quality pedestrian and bicycle access to transit stations and stops.

The Alameda County transit market shows potential for transit use that is significantly higher than actual use. Population and employment growth will only make this potential higher. The Transit Plan has outlined transit improvements that allow transit to fulfill its promised potential. This approach is fundamental to meeting Alameda CTC and the region's economic and environmental goals.

Next Steps

The Countywide Transit Plan will provide a framework for targeting investments. It will aid in the county, its jurisdictions and transit operators to coordinate to develop corridor specific priorities and pursue upcoming funding opportunities,

Staff recommends approval of the Draft Countywide Transit Plan. Following approval, the project team will seek input on the draft plan during the month of May and will return to Committees and Commission for approval of a Final Countywide Transit Plan in June 2016.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. [Draft Countywide Transit Plan](#) (hyperlinked to the website)

Staff Contacts

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[Mollie Cohen-Rosenthal](#), Assistant Transportation Planner



Memorandum

6.4

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DATE: May 2, 2016

SUBJECT: Draft 2016 Countywide Transportation Plan

RECOMMENDATION: Approve the Draft 2016 Countywide Transportation Plan

Summary

Alameda CTC is responsible for preparation of the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that provides a framework for future transportation investments for all transportation modes and users in Alameda County. It is updated every four years: the existing CTP was adopted in 2012 and 2016 is the scheduled update. Alameda CTC has been working on the 2016 CTP update closely with local jurisdictions, transit agencies and stakeholders over the past several years as part of a coordinated effort with the three countywide modal plans. The 2016 CTP update has also been coordinated with the update to the Regional Transportation Plan, Plan Bay Area 2040, and projects and programs were submitted to MTC representing Alameda County's long range transportation needs. Robust public outreach informed the plan development process. Staff recommends approval of the Draft 2016 Countywide Transportation Plan.

Background

Alameda CTC is currently finalizing the 2016 Countywide Transportation Plan, the long-range document that establishes a vision and goals and provides the framework for the County's future transportation investments through 2040. This Plan continues the performance based planning that began with the 2012 CTP, which was the basis for the 2014 Transportation Expenditure Plan that supported the voter approved Measure BB in 2014. The draft 2016 CTP document can be found as Attachment A. The 2016 CTP includes all projects and programs submitted to Alameda CTC, which was also approved by the Commission in October 2015 for submittal to inform the Metropolitan Transportation Commission's Plan Bay Area 2040 (Attachment B).

State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy, which is the Plan Bay Area for the Bay Area region. Since the update to the Plan Bay Area, called Plan Bay Area 2040, is currently underway, and is scheduled to be adopted by Metropolitan Transportation Commission and Association of Bay Area Governments (ABAG) in 2017, Alameda CTC coordinated the 2016 CTP update with and provided input into the Plan Bay Area 2040 development by MTC and ABAG. This

update also followed the MTC's updated CTP guidelines adopted in September 2014. Questions have been raised regarding this CTP whether it is required to undergo a CEQA analysis. The MTC CTP guidelines do not require a CEQA review on countywide transportation plans, and because the CTP is a policy document that provide a lists of needs, possible projects and funding sources it is not a document that serves as an explicit project approval document that directs a specific course of action on a project. As such, the CTP does not propose project "approvals" and is therefore, according to state statutes and case law, not subject to CEQA.

Alameda CTC for the first time undertook development of three major modal plans: the Countywide Transit Plan, Countywide Multimodal Arterial Plan and Countywide Goods Movement Plan to better understand, analyze and identify short and long term strategies to support goods movement and multimodal mobility in Alameda County. The Goods Movement Plan was adopted in February 2016 while the other two plans are scheduled to be adopted in the summer of 2016. The 2016 CTP update coordinated with these modal plans and the adopted Countywide Bicycle Plan and Countywide Pedestrian Plan, and the Congestion Management Program in identifying the future visionary transportation opportunities for all modes – transit, automobiles, bicycle, pedestrian and freight, and all users.

Extensive public outreach was done through various methods ranging from public workshops by planning areas to intercept surveys for focus groups to online feedback. Attachment C provides details of the public outreach.

The first stage of the CTP update was approval of the CTP Vision and Goals. The vision and goals for the 2016 CTP were adopted based upon the 2012 CTP vision and goals which were developed after an extensive, several-month long process which included several rounds of input from the community, jurisdiction staff, and policy makers. The commission approved performance measures tied to the adopted vision and goals to assess performance of the 2016 CTP in relation to the vision and goals.

The performance assessment presented to the Commission in April 2016 showed that overall the county is moving in the right direction, supporting climate change goals. In addition, the 2016 CTP recognizes that the visionary planning work that has been done for the modal plans will serve to inform future project development and will be the cornerstone for advancing the county's vision and goals.

The draft 2016 CTP acknowledges that the transportation industry is in the middle of a major transition impacted by technological changes ranging from automated vehicles to shared mobility. This transformation warrants new tools to capture the impacts of any transportation investment on the transportation system and the environment. In this regard, the California Air Resources Board's Emission Factors (EMFAC) Model, which is generally used to estimate the Greenhouse Gas emissions of transportation projects, was significantly changed between the 2012 CTP and the 2016 CTP in terms of capturing the fuel efficiency and vehicle technology of automobiles. The 2016 CTP employed the 2014 EMFAC version that estimated significant reduction in GHG emission for the future year 2040 compared to the prior version

used for the 2012 CTP. Similar updated tools and new tools are anticipated in the next few years that will support better capturing the impact of the transportation investments.

Staff recommends approval of the Draft 2016 Countywide Transportation Plan. The Final 2016 CTP, addressing any comments received, will be presented for approval in June 2016.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft 2016 Countywide Transportation Plan](#) *(hyperlinked to the website)*
- B. CTP Projects and Programs List
- C. Public Outreach Summary

Staff Contact

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**Table 1 - Final Alameda County Submittal to PBA 2040
Applications Summary (October 2015)**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
MTC Programmatic Categories					
Intersection Improvements	\$63,948	\$12,259	\$51,689		\$452
Intersection Improvements (Grade Separations)	\$631,067	\$7,715	\$623,352		\$26,775
Management Systems	\$132,647	\$45,649	\$86,998		\$774
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,257
Minor Transit Improvements	\$362,177	\$120,716	\$241,461	Specific Local	\$76,409
Multimodal Streetscape Improvements	\$1,127,942	\$70,699	\$1,057,242	Fund allocations	\$137,519
New Bicycle and Pedestrian Facilities	\$1,733,258	\$72,931	\$1,660,327	to be made based	\$443,627
Other	\$510,000	\$0	\$510,000	upon local	\$145,196
Planning	\$219,158	\$6,225	\$212,933	discretionary	\$77,465
Preservation Rehabilitation	\$1,109,760	\$340,443	\$769,317	actions	\$6,901
Routine Operation and Maintenance	\$1,452,560	\$96,900	\$1,355,660		\$133,367
Safety and Security	\$159,371	\$13,777	\$145,594		\$22,457
Travel Demand Management	\$327,202	\$55,086	\$272,116		\$17,374
TOTAL Programmatic	\$8,012,371	\$844,212	\$7,168,158	\$3,277,087	\$1,138,574
Transportation Project Categories					
Arterial Projects (Improvements)	\$409,854	\$27,202	\$382,652	\$191,326	\$191,326
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,149	\$141,575	\$141,575
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,226	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,858	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,780	\$193,771	\$96,886	\$96,886
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731
I-580 Corridor TEP Freeway Improvements	\$267,377	\$157,345	\$110,032	\$55,016	\$55,016
I-880 Corridor TEP Freeway Improvements	\$57,002	\$12,418	\$44,584	\$22,292	\$22,292
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
TOTAL Alameda County Projects	\$2,789,257	\$562,661	\$2,226,596	\$715,170	\$1,511,426
TOTAL Regional	\$14,871,817	\$3,013,859	\$11,857,959	\$2,824,617	\$9,033,342
TOTAL Committed	\$547,844	\$505,971	\$0	\$0	\$0
GRAND TOTAL	\$26,221,289	\$4,926,703	\$21,252,713	\$6,816,874	\$11,683,342
Current Request for Regional Allocation					\$2,650,000
Percent Programmatic					43%
Percent Projects					57%
Regional Allocation for Alameda CTC					\$2,650,000

CTP Index	Table 2 - Final Alameda County Submittal to PBA 2040 - Regional Program <i>Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.</i>							
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area
Regional Goods Movement								
214	City of Oakland	Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North
302	Port of Oakland	7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North
303	Port of Oakland	7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North
306	Port of Oakland	Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North
305	Port of Oakland	Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North
308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North
307	Port of Oakland	Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North
Subtotal Regional Goods Movement			\$1,281,170	\$283,286	\$997,884	\$658,961	\$338,923	
Regional Highway (Interchanges)								
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	\$1,478,150 (1)	\$20,000	\$1,458,150 (1)	\$1,458,150 (1)	\$0	East
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$244,000 (1)	\$125,940 (1)	\$118,060 (1)	\$0 (1)	\$118,060	East
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements (2)	\$100,000 (1)	\$50 (1)	\$99,950 (1)	\$99,950 (1)	\$0	South
Subtotal Regional Highway (Interchanges)			\$1,822,150	\$145,990	\$1,676,160	\$1,558,100	\$118,060	
Regional Highway (Managed Lanes)								
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM)	\$117,000	\$0	\$117,000	\$0	\$117,000	East
330	Alameda CTC	Widen I-580 for eastbound and westbound HOV/HOT from between Greenville Road and San Joaquin County line (3)	\$391,000	\$0	\$391,000	\$0	\$391,000	East
		I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$221,100 (1)	\$20,000	\$201,100 (1)	\$89,000	\$112,100 (1)	Central
Subtotal Regional Highway (Managed Lanes)			\$1,376,708	\$227,000	\$1,149,708	\$329,608	\$820,100	
Bay Trail Implementation								
049	City of Alameda	Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North
078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
Subtotal Regional Pedestrian & Bicycle			\$70,132	\$12,780	\$57,352	\$47,902	\$9,450	
Regional Transit and Park & Ride								
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,000 (1)	\$134,049 (1)	\$134,049 (1)	\$0	Central
043	BART	BART to Livermore/ACE Project Development	\$552,800	\$552,800 (1)	\$0 (1)	\$0	\$0 (1)	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
Subtotal Regional Transit			\$10,321,657	\$2,344,803	\$7,976,854	\$230,046	\$7,746,809	
Total			\$14,871,817	\$3,013,859	\$11,857,959	\$2,824,617	\$9,033,342	

* Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

Changes Made to September 24, 2015 Draft List

- (1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (2) Project moved from projects category (Table 5).
- (3) Regional project carried over from 2012 CTP.

Table 3 - Final Alameda County Submittal to PBA 2040 Committed Projects

Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	09/20	North
331	City of Newark	Central Avenue Overpass	\$20,000	11/14	South
Total			\$547,844		

Table 4 - Final Alameda County Submittal to PBA 2040 - Programmatic Projects by MTC RTP Category

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
Intersection Improvements						
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010	
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000	
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437	
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0	
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710	
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320	
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320	
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206	
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000	
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846	
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840	
Subtotal Intersection Improvements			\$63,948	\$12,259	\$51,689	\$452
Intersection Improvements (Grade Separations)						
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682	
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$4,640 (1)	\$35,720 (1)	
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680	
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730	
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080	
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000	
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780	
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680	
Subtotal Intersection Improvements (Grade Separation)			\$631,067	\$7,715	\$623,352	\$26,775
Management Systems						
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200	
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455	
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400	
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933	
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000	
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335	
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600	
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450	
191	MTC (Cities of Oakland and San leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,109 (1)	\$2,625 (1)	
Subtotal Management Systems			\$132,647	\$45,649	\$86,998	\$774
Minor Freight Improvements						
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
Subtotal Minor Freight Improvements			\$183,281	\$1,812	\$181,469	\$50,257
Minor Transit Improvements						
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$240,000 (1)	\$96,316 (1)	\$143,684 (1)	
051	City of Alameda	Bus Stop Accessibility Improvements	\$0	\$0	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$11,227 (1)	\$0	\$11,227 (1)	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
Subtotal Minor Transit Improvements			\$362,177	\$120,716	\$241,461	\$76,409
Multimodal Streetscape Improvements						
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300	
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300	
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800	
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000	
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000	
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000	
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0	
066	City of Alameda	Park Street Streetscape Improvements	\$2,500 (1)	\$0	\$2,500 (1)	
068	City of Alameda	Ralph Appezato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768	
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850	
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900	
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777	
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241	
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855	
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228	
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663	
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928	
105	City of Berkeley	Southside Complete Streets Program	\$11,435	\$0	\$11,435	
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229	
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277	
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	\$7,746	\$134	\$7,612	
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529	
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063	
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980	
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047	
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000	
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864	
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100 (1)	\$300 (1)	\$15,800 (1)	
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200	
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200	
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800	
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343	
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000	
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007	
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683	
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905	
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815	
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815	
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000	
245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030	
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421	
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720	
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800	
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000	
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160	
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751	
Subtotal Multimodal Streetscape Improvements			\$1,127,942	\$70,699	\$1,057,242	\$137,519

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
New Bicycle and Pedestrian Facilities						
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000	
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840	
332	Alameda County	Niles Canyon Regional Trail (2)	\$100,000	\$100	\$99,900	
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000	
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000	
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170	
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430	
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340	
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290	
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856	
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672	
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579	
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973	
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522	
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552	
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481	
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647	
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81	
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452	
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963	
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958	
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349	
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500	
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093	
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800	
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950	
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000	
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440	
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877	
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994	
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456	
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737	
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689	
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000	
238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
	Subtotal New Bicycle and Pedestrian Facilities		\$1,733,258	\$72,931	\$1,660,327	\$443,627
	Other					
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
	Subtotal Other		\$510,000	\$0	\$510,000	\$145,196
	Planning					
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
	Subtotal Planning		\$219,158	\$6,225	\$212,933	\$77,465
	Preservation Rehabilitation					
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Bicycle and Pedestrian for Regional Projects and Trail Maintenance	\$154,000	\$0	\$154,000	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$40,750 (1)	\$57,525 (1)	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moore's Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	
195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
Subtotal Preservation Rehabilitation			\$1,109,760	\$340,443	\$769,317	\$6,901
Routine Operations and Maintenance						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056,000 (1)	\$0	\$1,056,000 (1)	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
Subtotal Routine Operations and Maintenance			\$1,452,560	\$96,900	\$1,355,660	\$133,367
Safety and Security						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
Subtotal Safety and Security			\$159,371	\$13,777	\$145,594	\$22,457
Travel Demand Management						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$0 (1)	\$175 (1)	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
111	City of Berkeley	West Berkeley Shuttle (3)	\$49,803	\$36,478	\$13,325	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go) (3)	\$3,129	\$189	\$2,940	
127	City of Emeryville	North Hollis Parking and TDM Program (3)	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management (3)	\$1,536	\$85	\$1,451	
166	City of Hayward	First/Last-Mile BART Shuttle (3)	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program (3)	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS) (3)	\$24,100	\$1,200	\$22,900	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$0 (1)	\$16,574 (1)	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
Subtotal TDM			\$327,202	\$55,086	\$272,116	\$17,374
TOTAL Programmatic			\$8,012,371	\$844,212	\$7,168,158	1,138,574

* Initial funding by Programmatic category was based on the total Programmatic request of \$2.94 B and the total available balance of \$1.138 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.511 B) and assigning the available funds proportionate to the request.

Changes Made to September 24, 2015 Draft List

(1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.

(2) Per PPLC's request on October 12, 2015, project sponsor submitted application.

(3) Moved shuttle projects to correct subcategory (TDM).

CTP Index	Table 5 - Final Alameda County Submittal to PBA 2040 - Projects							Fund Eligibility*		
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)**	RTIP	ATP	STP /CMAQ
Arterial Projects (Improvements)										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project* (1)	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
112	City of Dublin	Dougherty Road Widening	\$22,875	\$12,302 (2)	\$10,573 (2)	\$5,287 (2)	\$5,287 (2)	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements (1)	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer) (1)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Grimmer Boulevard Greenway (1)	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive) (1)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd) (1)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave) (1)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
200	City of Oakland	West Grand Avenue Complete Streets Project (3)	\$20,151	\$50	\$20,101	\$10,051	\$10,051			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
Subtotal Arterial Projects (Improvements)			\$409,854	\$27,202	\$382,652	\$191,326	\$191,326			
Arterial Projects (Gap Closures)										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
Subtotal Arterial Projects (Gap Closures)			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
Highway Projects (Interchanges & Crossings)										
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		
244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
Subtotal Highway Projects (Interchanges & Crossings)			\$601,218	\$301,992	\$299,226	\$87,065	\$212,162			
Transit Oriented Development Projects										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
Subtotal Transit Oriented Development Projects			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
Transit Projects										
069	City of Alameda	Ralph Appezatto Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
Subtotal Transit Projects			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			
Three Major Trail Development Program										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608		x (4)	
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052		x (4)	
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726		x (4)	
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435		x (4)	
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,459 (2)	\$17,931 (2)	\$8,966	\$8,966		x (4)	
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100		x (4)	
Subtotal Three Major Trail Development Program			\$206,551	\$12,780	\$193,771	\$96,886	\$96,886			
Local Arterial Network Gap Closure										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x

054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
Subtotal Local Arterial Network Gap Closure			\$38,562	\$1,100	\$37,462	\$18,731	\$18,731			
I-580 Corridor Freeway Improvements										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$39,050 (2)	\$13,030 (2)	\$6,515	\$6,515	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$41,395 (2)	\$16,570 (2)	\$8,285	\$8,285	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vasco Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
Subtotal I-580 Corridor Freeway Improvements			\$267,377	\$157,345	\$110,032	\$55,016	\$55,016			
I-880 Corridor Freeway Improvements										
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$4,480 (2)	\$34,480 (2)	\$17,240	\$17,240	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
Subtotal I-880 Corridor Freeway Improvements			\$57,002	\$12,418	\$44,584	\$22,292	\$22,292			
Union City Rail Program - Capitol Corridor Coast Line & UC Intermodal Station										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
Subtotal Union City Rail Program			\$75,000	\$0	\$75,000	\$37,500	\$37,500			
TOTAL Projects			\$2,789,257	\$562,661	\$2,226,596	\$715,170	\$1,511,426			

*Projects may be eligible for more fund sources than indicated

**Approach for Initial funding source identification - Assign local measures discretionary funds towards 50% of total fund request except where sponsors specifically identified "Other Funds" for over half of fund request, in which case original request was retained.

Changes Made to September 24, 2015 Draft List

(1) Moved project to correct subcategory (Arterial Projects - Improvements).

(2) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.

(3) Project moved from programmatic category, since it requires air quality conformity analysis (road diet).

(4) Corrected project fund eligibility (ATP)

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

6.4C

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
December 16, 2013	Partner agencies and stakeholders	Ditching Dirty Diesel Collaborative (DDDC)	20	Goods Movement Plan: Stakeholder letter to DDDC				√			√
January 16, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Executive Director's (ED) Report			√	√			√
January 31, 2014	General public	Constant Contact	4,357	Goods Movement Plan: E-newsletter			√	√			√
February 3, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	4	Goods Movement Plan: Stakeholder interviews with California Trucking Association		√					√
February 20, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report			√	√			√
February 21, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	10	Goods Movement Plan: Stakeholder interviews with Alameda Labor Council		√					√
February 24, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with businesses		√					√
February 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with California Capital and Investment Group		√					√
March 5, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
March 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with GSC Logistics		√					√
	Alameda CTC Planning, Policy and Legislation (PPLC) and public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	5	Goods Movement Plan: Stakeholder interview with East Bay Economic Development Alliance		√					√
March 27, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 28, 2014	Partner agencies and stakeholders	Congestion Management Agency (CMA) Directors	9	Goods Movement Plan: Stakeholder interviews with CMA Directors		√					√
April 3, 2014	Partner agencies and stakeholders	Goods Movement Plan Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with International Longshore and Warehouse Union		√					√

*Number of Recipients is from email distribution lists; however, a few of the numbers are from sign in sheets.

**Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
April 10, 2014	Goods Movement Plan Technical Advisory Committee (TAC)	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC Meeting	√		√				√
	ACTAC (ACTAC) and public	ACTAC email distribution list	111	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
April 30, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	9	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
May 15, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: ED Report			√	√			√
May 22, 2014	Goods Movement Ad Hoc Committee	Goods Movement Ad Hoc Committee sign-in sheet	20	Goods Movement Plan: Ad Hoc Meeting		√					√
June 5, 2014	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC Meeting	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
June 9, 2014	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
June 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with Solano Transportation Authority		√					√
June 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with East Bay Biomedical Manufacturing Network		√					√
June 18, 2014	Partner agencies and stakeholders	Contra Costa Transportation Authority (CCTA) Board Meeting Minutes	30	Goods Movement Plan: Presentation to CCTA Board		√					√
June 19, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Roundtable: ED Report			√				
June 23, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
			6	Goods Movement Plan: Stakeholder interviews with Oakland, Emeryville, Fremont, San Leandro, Alameda County	√		√				√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
June 25, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		✓					✓
	Partner agencies and stakeholders	Solano Transportation Authority Technical Advisory Committee (STA TAC) Minutes	25	Goods Movement Plan: Presentation to STA TAC		✓					✓
June 26, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Discussion on Vision and Goals	✓		✓				✓
June 30, 2014	General public	Constant Contact	4,511	Goods Movement Plan: E-newsletter	✓		✓	✓			✓
July 9, 2014	Partner agencies and stakeholders	Solano Transportation Authority Board Minutes	31	Goods Movement Plan: Presentation to STA Board	✓						✓
July 10, 2014	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Performance Measures Update	✓		✓				✓
	ACTAC	ACTAC email distribution list	111								
	Partner agencies and stakeholders	West Contra Costa Transportation Advisory Committee	18	Goods Movement Plan: Presentation to West Contra Costa TAC		✓					✓
July 11, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	23	Goods Movement Plan: Stakeholder interviews with Maritime Stakeholders		✓					✓
July 14, 2014	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan: Performance Measures Update	✓		✓				✓
July 16, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with Union Pacific		✓					✓
			3	Goods Movement Plan: Stakeholder interviews with BNSF Railway		✓					✓
July 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	14	Goods Movement Plan: Stakeholder interviews with Sonoma County businesses		✓					✓
	Alameda CTC Commission and public	Commission email distribution list	135	Transit Plan and Multimodal Arterial Plan: ED Report			✓	✓			✓
July 23, 2014	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #1	✓		✓			✓	✓

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
July 24, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Performance Measures Update	√		√				√
August 28, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	2	Goods Movement Plan: Stakeholder interviews with Contra Costa public Health Department		√					√
September 4, 2014	ACTAC	ACTAC email distribution list	111	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Update	√		√				√
September 5, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Letter to DDDC	20	Goods Movement Plan: Stakeholder Response Letter to DDDC				√			√
September 12, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Port of Oakland		√					√
September 15, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	25	Goods Movement Plan: Stakeholder interviews with CARB Sustainable Freight Initiative		√					√
September 16, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with Bay Area Air Quality Management District		√					√
September 19, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews and Site Visit with Port of Oakland		√					√
September 24, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	25	Goods Movement Plan: Stakeholder interviews with North Bay Leadership Council Board		√					√
			1	Goods Movement Plan: Stakeholder interview with FedEx		√					√
October 2, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	30	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		√					√
October 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Port of San Francisco		√					√
October 23, 2014	General public	Constant Contact	5,041	Goods Movement Roundtable Kick-off: E-newsletter	√		√	√			√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
October 29, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meetings (Central)		✓					✓
	Jurisdictions	Multimodal Arterial Plan email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meetings (North)							
October 30, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meetings (East)							
November 6, 2014	ACTAC - Joint Multimodal Arterial Plan and Transit Plan TAC	ACTAC email distribution list and Multimodal Arterial Plan & Transit Plan distribution lists and ACTAC email distribution list	147	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update	✓		✓				✓
	ACTAC and public	ACTAC email distribution list	111	Transit Plan: Vision, Goals, and Performance Measures Update							
November 12, 2014	Partner agencies and stakeholders	Transit Plan sign-in sheet	1	Transit Plan: Small Group Meeting with Bay Area Council		✓					✓
November 13, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)		✓					✓
November 15, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #2	✓		✓			✓	✓
November 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Oakland Airport		✓					✓
November 25, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report			✓	✓			✓
December 5, 2014	Partner agencies and stakeholders	Transit Plan sign-in sheet	5	Transit Plan: Small Group Meeting with Bike East Bay, East Bay Regional Park District, TransForm		✓					✓
			1	Transit Plan: Small Group Meeting with UC Berkeley		✓				✓	
January 8, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Update	✓		✓				✓
	ACTAC and public	ACTAC email distribution list	111								
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	117	2016 Countywide Transportation Plan (CTP) and Modal Plans Workshops: Social Media							
January 21, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #3	✓		✓			✓	✓
January 27, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	115	CTP and Modal Plans Workshops: Social Media					✓		
January 29, 2015	Transit Plan Ad Hoc Committee	Transit Plan sign-in sheet	13	Transit Plan: Ad Hoc Committee to Discuss Needs Assessment, Vision and Goals		✓					✓
January 30, 2015	Partner agencies and stakeholders	Transit Plan sign-in sheet	6	Transit Plan: Small Group Meeting with Various Advocate Groups		✓					✓
	Alameda CTC's Facebook page	Website clicks and people reached	32	CTP and Modal Plans Workshops: Social Media					✓		

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 4, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Discussion	✓		✓				✓
February 5, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update	✓		✓				✓
	ACTAC and public	ACTAC email distribution list	111	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; Goods Movement Plan: Needs Assessment							
February 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; 2016 CTP and Plan Bay Area Update	✓		✓				✓
February 10, 2015	Alameda CTC's Facebook page	Website clicks and people reached	19	CTP and Modal Plans Workshops: Social Media					✓		
February 11, 2015	Alameda CTC's Facebook page	Website clicks and people reached	107	CTP and Modal Plans Workshops: Social Media					✓		
February 12, 2015	General public	Readership of Post Newsgroup El Mundo	6,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Dublin	✓		✓	✓		✓	✓
February 13, 2015	General public	Readership of Vision Hispana	45,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
February 15, 2015	General public	Readership of Sing Tao	180,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
February 19, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: ED Report			✓	✓			✓
	Alameda CTC's Facebook page	Website clicks and people reached	168	CTP and Modal Plans Workshops: Social Media					✓		
February 21, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Hayward	✓		✓	✓		✓	✓
February 23, 2015	Alameda CTC Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	PAPCO, ParaTAC and Paratransit public distribution lists	223	Transit Plan: Presentation to PAPCO and ParaTAC	✓		✓				✓
	Alameda CTC's Facebook page	Website clicks and people reached	22	CTP and Modal Plans Workshops: Social Media					✓		
February 24, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Fruitvale	✓		✓	✓		✓	✓

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 26, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; CTP and Plan Bay Area	√		√				√
March 2, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	82	CTP and Modal Plans Workshops: Social Media					√		
March 5, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies							
March 6, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	121	CTP and Modal Plans Workshops: Social Media					√		
March 7, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Oakland	√		√	√		√	√
March 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√
March 10, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with Maritime Stakeholders		√					√
			12	Goods Movement Plan: Stakeholder interviews with Advocate Groups, Alameda County Public Health Department (ACPHD), Air District, and Contra Costa Public Health Department (CCPHD)							
March 11, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	9	Goods Movement Plan: Stakeholder interviews with businesses		√					√
March 18, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	682	CTP and Modal Plans Workshops: Social Media					√		
March 19, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
March 22, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Fremont	√		√	√		√	√
March 26, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
March 31, 2015	General public	Constant Contact	4,301	Goods Movement Plan: E-newsletter			√	√			√
April 9, 2014	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan Draft Roadway Typology Framework and Performance Measures	√		√				√
	ACTAC and public	ACTAC email distribution list	111								
	Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)	BPAC email distribution list	11	Multimodal Arterial Plan, Goods Movement Plan and Transit Plan: Presentation to BPAC							
April 15, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
April 20, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meeting (North)		√					√
	Partner agencies and stakeholders	Multimodal Arterial Plan email distribuion for stakeholders	7	Multimodal Arterial Plan: Stakeholder Meeting with Seniors, Trucking, Paratransit Community, ACFD Emergency Response, and Bike East Bay		√					√
April 21, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)		√					√
April 22, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meeting (Central)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meeting (East)		√					√
April 29, 2015	General public	Attendees of Plan Bay Area Open House	90	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Fact Sheets	√		√			√	√
May 28, 2015	Alameda CTC's Facebook page	Website clicks and people reached	41	CTP Workshop: Social Media					√		
May 29, 2015	General public	Constant Contact details in Chinese, English, and Spanish	4,052	CTP Workshop: Invitation							√
June 4, 2015	ACTAC and public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
June 8, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	107	CTP Workshop: Social Media					√		
June 11, 2015	Jurisdictions	Transit Plan email distribution list for North & Central County	33	Transit Plan: Planning Area Meeting (North/Central)		√					√
June 12, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	198	CTP Workshop: Social Media					√		
June 15, 2015	Jurisdictions	Transit Plan email distribution list for East County	15	Transit Plan: Planning Area Meeting (East)		√					√

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June 16, 2015	Alameda CTC's Facebook page	Website clicks and people reached	43	CTP Workshop: Social Media					√		
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	268								
June 18, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Meeting and ED Report	√		√	√			√
June 20, 2015	Jurisdictions	Transit Plan email distribution list for South County	24	Transit Plan: Planning Area Meeting (South)		√					√
June 23, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	222	CTP Workshop: Social Media					√		
July 1, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	137								
July 4, 2015	General public	Readership of Vision Hispana	45,000	CTP Workshop: Advertising					√		
July 6, 2015		Circulation of Sing Tao	180,000								
		Readership of Post Newsgroup El Mundo	5,000								
July 9, 2015	ACTAC and public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
	BPAC	BPAC email distribution list	11	Multimodal Arterial Plan: Presentation to BPAC	√		√				√
July 13, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
July 16, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: ED Report			√	√			√
July 17, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	204	CTP Workshop: Social Media					√		
July 21, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan: TAC on Draft Street Typology Framework and Modal Priority	√		√				√
July 22, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #4	√		√			√	√
July 23, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
August 25, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Summary	6	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		√					√
August 31, 2015	General public	Constant Contact	5,562	Goods Movement Plan, CTP: E-newsletter			√				√

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September 10, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC on Draft Strategy Evaluation	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan: Draft Strategy Evaluation; CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040							
September 14, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
September 17, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
September 24, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
October 1, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with public Health/Environmental and Community Groups		√					√
October 7, 2015	Transit Plan TAC	Transit Plan TAC email distribution list and ACTAC distribution list	109	CTP: Network Recommendations, Evaluation Methodology and Performance Measures	√		√				√
October 8, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list and ACTAC distribution list	146	Multimodal Arterial Plan: Draft Street Typology Framework and Modal Priority	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040							
	BPAC	BPAC email distribution list	11	Multimodal Arterial Plan: Update							
October 12, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
October 22, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
November 5, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Draft Goods Movement Plan	√		√				√
	ACTAC and public	ACTAC email distribution list	111								
November 6, 2015	Partner agencies and stakeholders	DDDC	20	Draft Goods Movement Plan: DDDC comments and questions							√

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Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
November 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Draft Goods Movement Plan	✓		✓				✓
December 3, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Draft Goods Movement Plan	✓		✓				✓
December 17, 2015	General public	Constant Contact	5,019	CTP Workshop: Transportation Open Houses Invitation			✓				✓
December 22, 2015	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	1,906	CTP and Modal Plans Workshops: Social Media					✓		
January 1, 2016	General public	Pageviews of Asian Weekly	21,807	CTP and Modal Plans: Transportation Open House Advertising					✓		
January 3, 2016	General public	Circulation of Sing Tao	180,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
January 6, 2016	General public	Readership of Vision Hispana Newspaper	45,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
January 7, 2016	ACTAC and public	ACTAC email distribution list	115	CTP: Performance Measures	✓		✓				✓
	General public	Readership of Bay Area Newsgroup Newspapers	33,567	CTP and Modal Plans: Transportation Open House Advertising					✓		
	General public	Circulation of Post Newsgroup El Mundo	6,000	CTP and Modal Plans: Transportation Open House Advertising					✓		
	Alameda CTC's Facebook page	Website clicks and people reached	47	CTP and Modal Plans Transportation Open House: Social Media					✓		
	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	688	CTP and Modal Plans Workshops: Social Media					✓		
	General public	Constant Contact	4,903	CTP Workshop: Transportation Open Houses Invitation			✓				✓
January 8, 2016	General public	Circulation of Bay Area Newsgroup Newspapers	43,300	CTP and Modal Plans: Transportation Open House Advertising					✓		
January 10, 2016	General public	Redership of Bay Area Newsgroup Newspapers	39,885	CTP and Modal Plans: Transportation Open House Advertising					✓		
	Partner agencies and stakeholders	Transportation Open House Outreach Summary	40	CTP and Modal Plans: Transportation Open House in Dublin	✓		✓	✓		✓	✓
January 11, 2016	Alameda CTC's Facebook page	Website clicks and people reached	80	CTP and Modal Plans Workshops: Social Media					✓		
	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Performance Measures	✓		✓				✓

*Number of Receipients is from email distribution lists; however, a few of the numbers are from sign in sheets.

**Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
January 13, 2016	Alameda CTC's Facebook page	Website clicks and people reached	30	CTP and Modal Plans Workshops: Social Media					√		
January 14, 2016	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	1,556	CTP and Modal Plans Workshops: Social Media					√		
January 21, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP and Goods Movement Plan and Roundtable: ED Report			√	√			√
	General public			CTP and Modal Plans: Transportation Open Houses	√		√	√		√	√
January 22, 2016	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	375	Goods Movement Plan: Roundtable #5	√		√			√	√
	Alameda CTC's Twitter	Twitter Impressions (number of people that saw the tweets)	267	CTP and Modal Plans Workshops: Social Media					√		
January 23, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	54	CTP and Modal Plans: Transportation Open House in Hayward	√		√	√		√	√
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	628	CTP and Modal Plans Workshops: Social Media					√		
January 25, 2016	Partner agencies and stakeholders	Goods Movement stakeholder meeting summary	8	Goods Movement Plan: Stakeholder meeting with East Bay Transportation and Logistics Partnership		√					√
January 28, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Performance Measures	√		√				√
January 29, 2016	Alameda CTC's Facebook page	Website clicks and people reached	71	CTP and Modal Plans Workshops: Social Media					√		
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	414	CTP and Modal Plans Workshops: Social Media					√		
January 31, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	57	CTP and Modal Plans: Transportation Open House in Fremont	√		√	√		√	√
February 4, 2016	ACTAC and public	ACTAC email distribution list	115	Final Goods Movement Plan	√		√				√
February 8, 2016	Alameda CTC PPLC and public	Commission email distribution list	135	Final Goods Movement Plan	√		√				√
February 10, 2016	General public	Constant Contact	4,227	CTP and Modal Plans Workshops: E-newsletter			√	√			√
February 11, 2016	Partner agencies and stakeholders	Goods Movement stakeholder meeting summary	6	Goods Movement Plan: Stakeholder meeting with ACPHD, CCPHD, DDDC, MTC, Air District		√					√
February 12, 2016	Alameda CTC's Facebook page	Website clicks and people reached	235	CTP and Modal Plans Workshops: Social Media					√		
February 16, 2016	General public	Constant Contact	4,188	CTP Workshop: Transportation Open Houses Invitation			√				√
February 18, 2016	General public	Commission email distribution list	135	CTP: ED Report			√	√			√
February 19, 2016	General public	Circulation of Post Newsgroup Newspapers	30,000	CTP and Modal Plans: Transportation Open House					√		

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**Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 22, 2016	Alameda CTC Joint PAPCO and ParaTAC	PAPCO, ParaTAC and Paratransit public distribution lists	212	Transit Plan: Presentation to PAPCO and ParaTAC	✓		✓				✓
February 23, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	42	CTP and Modal Plans: Transportation Open House in Oakland	✓		✓	✓		✓	✓
	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	1,938	CTP and Modal Plans Workshops: Social Media					✓		
	Alameda CTC's Facebook page	Website clicks and people reached	149	CTP and Modal Plans Workshops: Social Media							
February 25, 2016	Alameda CTC Commission and public	Commission email distribution list	135	Final Goods Movement Plan	✓		✓				✓
February 29, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for AC Transit	3	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (AC Transit)		✓					✓
	Jurisdictions	Multimodal Arterial Plan email distribution list for San Leandro, Alameda County	9	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (San Leandro, Alameda County)		✓					✓
	Jurisdictions	Multimodal Arterial Plan email distribution list for Hayward	6	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Hayward)		✓					✓
March 1, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list Albany, Berkeley, Emeryville	11	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Albany, Berkeley, Emeryville)		✓					✓
March 2, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Fremont, Newark	10	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Fremont, Newark)		✓					✓
	Jurisdictions	Multimodal Arterial Plan email distribution list for Union City	5	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Union City)		✓					✓
March 3, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Dublin, Livermore, Pleasanton	19	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Dublin, Livermore, Pleasanton)		✓	✓				✓
		Multimodal Arterial Plan email distribution list for Alameda, Piedmont	7	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Alameda, Piedmont)							
March 4, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Caltrans	10	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Caltrans)		✓	✓				✓
March 7, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Oakland	8	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Oakland)		✓	✓				✓
March 15, 2016	Survey participants	CTP survey results summary	35	CTP: Street Intercept Surveys at Fruitvale BART		✓					
March 16, 2016			9								

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**Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
March 17, 2016	General public	Commission email distribution list	135	CTP: ED Report			√	√			√
March 19, 2016	Survey participants	CTP survey results summary	35	CTP: Street Intercept Surveys at Eastmont Towncenter in East Oakland							
			9								
			36	CTP: Street Intercept Surveys at Chabot College Flea Market in South Hayward							
			7	CTP: Street Intercept Surveys at Reach Youth Center in Ashland/Cherryland							
			28	CTP: Street Intercept Surveys at Supermercado La Raza in Ashland/Cherryland		√					
			17	CTP: Street Intercept Surveys at Marina Village Shopping Center in Alameda							
			37	CTP: Street Intercept Surveys at Pacific Renaissance Plaza in Oakland							
			50	CTP: Street Intercept Surveys at 7th & Center Street in West Oakland							
			37	CTP: Street Intercept Surveys at Ashby BART Station in South/West Berkeley							
April 7, 2016	ACTAC and public	ACTAC email distribution list	115	CTP: Performance Results							
April 11, 2016	Alameda CTC PPLC and public	Commission email distribution list	135		√		√				√
April 20, 2016	Transit Agencies	Transit Plan sign-in sheet	7	Transit Plan: Agency coordination meeting		√					√
April 28, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Performance Results	√		√				√
Total:			929,316								

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**Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.



Memorandum

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• 510.208.7400

• www.AlamedaCTC.org

DATE: May 2, 2016

SUBJECT: Affordable Student Transit Pass Program Model Program Sites and Parameters

RECOMMENDATION: Approve the Affordable Student Transit Pass Pilot Model Program Sites and Parameters and the shortlist of schools; authorize the Alameda CTC to enter into all necessary agreements and contracts with transit agencies, school districts, schools, and Clipper.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period.

In March 2016, the Commission approved a framework to select model program sites. This memorandum recommends model program sites which were selected using the approved framework, as well as the general program parameters for each site. These sites represent the recommended locations for implementation of the first year (2016-2017 school year) pilot pass programs. Once these recommended model program sites are confirmed, the program parameters will be refined for each site's needs to support an effective pilot approach in meeting the program goals in close coordination with each school site. These schools were selected from a shortlist of 36 schools. It is recommended that the shortlist of schools be approved as the potential pool for additional school sites in year 2 of the pilot program if feasible, or if a recommended school is unable to participate due to unforeseen circumstances at this time.

With Commission approval of the recommended model program pilots, Alameda CTC will need to enter into agreements and contracts, as necessary, with the applicable transit agencies, Clipper, schools, and school districts.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which it will pilot in middle schools and high schools in the four Alameda County planning areas beginning in the 2016-2017 school year. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable pass program. The program will develop passes that are distributed or sold at a discount to select students for use on the various transit providers that serve schools, afterschool activities and job locations in Alameda County. This pilot program is identified in the TEP and is funded by Measure BB. The TEP specifies that the funds will be used to implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County."¹

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs

Site Selection Methodology

In March 2016, the Commission approved two frameworks: (1) to select model program sites in each of four planning areas in the county and (2) to evaluate the effectiveness of each of the resulting model programs. Following Commission approval, the program team carried out the site selection process in two phases; Phase I evaluated previously gathered data on school needs and transit service availability, and Phase II reached out to those shortlisted schools to evaluate them on readiness and level of interest.

Site Selection Process - Phase I

The list of public middle and high schools were evaluated according to specific quantitative criteria in order to generate a short list. A summary of this criteria for the shortlisted schools is in Attachment A. The schools are listed as Tier 1-3 which demonstrates the evaluated level of readiness of schools, with Tier 1 as most ready for the fall 2016 implementation. The approach deployed seven different steps using a mix of tools to assess characteristics of the student body, transit availability, and readiness of a school to administer the program. Starting with data collection and then data analysis, the steps are described as follows:

- 1) **Identify paired schools within each planning area.** The program team received feedback from the school districts on how middle and high schools are connected;

¹ TEP, 2014

pairing by geography (schools within a ½ mile of one another) often did not yield enough schools that met the initial selection parameters described in step 4. The team also incorporated this step by examining the schools with similar demographic characteristics.

- 2) **Tally enrollment to understand registration implications.** The team incorporated enrollment into site selection by considering how a given school's enrollment compares to the median enrollment of all eligible schools.
- 3) **Update demographic data.** The team updated information for all schools regarding minority enrollment, and student eligibility for free/reduced-price meals (FRPM).
- 4) **Conduct initial sort.** Within each planning area, the team sorted schools based on the following criteria:
 - Is a traditional or continuation school, per Commission guidance.
 - Has at least one bus stop within ¼ mile of the school.
 - Has student FRPM eligibility at or above the median for the planning subarea.

The high schools and middle schools were then considered separately because of the general difference in size, and the possibility that they may have different results in the qualitative assessment.

- 5) **Sort for deployment-readiness characteristics and factors.** Depending on the number of schools resulting from step 4, the team also evaluated the school size, whether the school included elementary school students, the number of routes serving the school, and transit service frequency.

The program team also considered a school district's Local Control and Accountability Plan (LCAP) references to transportation, and a school's participation in Alameda CTC's Safe Routes to Schools (SR2S) program or any other transit training programs; however, these were not used to filter out schools.

On April 20th, a workshop on the Affordable STPP was held to discuss the site selection process and to seek feedback from interested stakeholders. Based on additional feedback from the Commission and workshop participants, several schools were included to establish potential pairings between middle and high schools. This process resulted in a short list of 36 schools as shown in Attachment A.

Site Selection Process – Phase II

Following Phase I, the program team contacted the short-listed schools via phone and email to evaluate each school's readiness to partner on this pilot program. The responses received from these assessments, along with input from key stakeholders such as the Alameda County Office of Education (ACOE), Safe Routes to Schools (SR2S), and transit

operators (regarding transit serving school sites), also informed the selection of the model program sites.

Overall, schools were assessed on the following five characteristics:

- Interest , enthusiasm and support: whether the school administration is interested, enthusiastic (could discuss how this program could fit into current school activities or programs), supportive about partnering on this program, and is willing to collaborate on a tight timeline
- Leadership continuity: whether the administration would be consistent over the three-year pilot period
- Communication mechanisms: whether the school has adequate mechanisms to engage with students, parents, and the school community about this program
- School culture and programs: whether the school actively works towards creating programs that support student enrichment opportunities
- Summer availability: whether the administration is available over the summer to help support this program

Attachment B provides the outcomes and preliminary assessments of the shortlisted schools' readiness and capacity to partner with the Alameda CTC to implement the program at their site.

Model Program Pilot Development

Based on the outcomes of the data analysis and readiness assessment, the program team developed a Recommended Model Program Pilot for each of the four planning areas per Commission direction, taking into account the general characteristics of the populations, school needs, and stakeholder input.

The site selection process informed the recommended model program schools; the tight implementation timeframe and technological constraints of the participating transit agencies informed the program approach (general parameters). Each Recommended Model Program Pilot discussed below presents (1) the pilot approach, (2) the recommended school site(s), and (3) general school characteristics.

Recommended Model Program Pilots

These recommended model programs were developed to ensure Alameda CTC can evaluate them individually, and also to allow comparison against one another to understand the effectiveness of different program parameters deployed at different model sites in different areas of the county. The general program parameters evaluated and recommended are as follows:

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free	X	X		X
	Discounted			X	X
	Information only	X			
Financial Need ²	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	
	Union City Transit			X	
	LAVTA				X

All model programs include the following characteristics:

- Information and training for students on using transit and the applicable passes
- All passes will be effective year-round, and not be limited by day or time, with the exception of BART Tickets which will be provided upon request
- A designated on-site administrator at each school, who will receive training associated with the applicable pass program

North County – two programs are recommended due to the number and diversity of schools. Programs will test utilization of free and universal passes, sustained impact of passes during transition from middle to high school, and effectiveness of information only programs in increasing transit ridership. Information only programs will provide important information to Alameda CTC regarding how effective an informational program is compared to a subsidized program, and can inform how a larger role out of a student pass program, with limited funds could be effective in helping to meet the goals of the program.

- **Pilot Program A:** Free and universal (all students) pass on Clipper to be provided to two high schools and one middle school with a feeder relationship to provide access to AC Transit's services, and free BART Orange and Red Tickets upon request (limited to one per student per month).

² Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

- **Rationale:** Per Commission direction, a free and universal pass in a planning area demonstrating the greatest need (lowest incomes); pass provided on Clipper for necessary data collection, program evaluation, and transit agency preference; these schools have demonstrated the greatest level of preparedness to launch in Fall 2016. This program will allow the evaluation of the transition of program participants from middle to high school.
- **Costs:** Approximately \$722,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.³
 - Fremont High, Oakland
 - 811 students
 - High student need (76% FRPM eligible)⁴
 - Strong transit presence: 6 AC Transit routes (2 high frequency, 2 school trippers, 2 low frequency)
 - High level of readiness
 - Castlemont High, Oakland
 - 505 students
 - High student need (89% FRPM eligible)
 - Strong transit presence: 8 AC Transit routes (2 high frequency, 3 school trippers, 2 express routes, 1 low frequency)
 - High level of readiness
 - Frick Middle School
 - 241 students
 - Feeder school to both Fremont and Castlemont High Schools
 - High student need (94% FRPM eligible)
 - Strong transit presence: 7 AC Transit routes
 - Moderate level of readiness
- **Pilot Program B:** Informational program to be provided at a middle and high school with a feeder relationship. The program team will provide outreach and engagement activities to support transit use and share information about available services, including AC Transit and BART.
 - **Rationale:** This program will allow the team to evaluate the effectiveness of an information-only program for a middle and high school with similar populations, a feeder school relationship, and a strong presence of transit services.

³ Assuming providing all students with AC Transit passes, using the price of an AC Transit monthly youth pass (\$20 per month) per student; and one BART Orange/Red Ticket per month per student upon request, assuming 5% of students request it; additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration.

⁴ This is the percentage of students who are eligible for Free or Reduced Price Meals (FRPM); it is often used as a measure of poverty/low incomes for households with students.

- **Costs:** Approximately \$134,000 for cost of transit pass information and travel training materials and some on-site administration.⁵
 - Berkeley REALM Charter High
 - 361 students
 - Moderate student need (74% FRPM eligible)
 - Strong transit presence: 9 AC Transit routes, and within a mile of North Berkeley BART
 - Berkeley REALM Charter Middle
 - 310 students
 - Moderate student need (74% FRPM eligible)
 - Strong transit presence: 9 AC Transit routes, and within a mile of North Berkeley BART

Central County – Program tests the effectiveness in selected grades (due to large school enrollment) and the sustainability of use during transition from middle to high school

- **Pilot Program C:** Free transit pass on Clipper, to provide access to AC Transit services, and free BART Orange and Red Tickets upon request (limited to one per student per month). This approach provides passes to select grades in middle and high schools.
 - **Rationale:** Free pass appropriate for a planning area with high level of need; pass provided on Clipper for necessary data collection and program evaluation; limited to certain grades (8-10) to evaluate the transition of program participants from middle to high school and allow tracking of cohorts as they gain experience using transit.
 - **Costs:** Approximately \$554,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.⁶
 - San Leandro High
 - 2,600 students (eligibility to be determined by grade)
 - High student need (72% FRPM eligible)
 - Served by five AC Transit routes within a ¼ mile (three high frequency routes), San Leandro BART within a mile
 - Participates in Safe Routes to Schools program
 - High level of school readiness and reinforcement at the district level

⁵ Estimated costs include information posters, postcards, a training video, dedicated webpage, and distribution of materials.

⁶ Assuming providing all 8th through 10th grade students with AC Transit passes, using the price of an AC Transit monthly youth pass (\$20 per month) per student; and one BART Orange/Red Ticket per month per student upon request, assuming 5% of students request it; additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration.

- John Muir Middle
 - 962 students (eligibility to be determined by grade)
 - Directly feeds into San Leandro High
 - Moderate student need (64% FRPM eligible)
 - Moderate transit access: served by two AC Transit routes (one high frequency), San Leandro BART within a mile
 - Moderate level of readiness and reinforcement at the district level

South County – Tests use of different fare media on multiple transit agencies, and is limited to specific grades due to size of school enrollment

- **Pilot Program D:** Discounted transit passes available for use on either AC Transit or Union City Transit and BART Orange and Red Tickets upon request (limited to one per student per month). This approach provides passes to select grades in middle and high schools.
 - **Rationale:** Transit passes for each agency discounted to the same amount to test whether the pass format affects participation/utilization level; transit format will vary depending on agency's capacity (Clipper for AC Transit, flash pass for Union City Transit); limited to certain grades (8-10) to evaluate the transition of program participants from middle to high school and allow tracking of cohorts as they gain experience using transit.
 - **Costs:** Approximately \$873,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.⁷
 - James Logan High (eligibility to be determined by grade)
 - 3,911 students
 - High student need (40% FRPM eligible vs. area median of 35%)
 - Served by Union City BART Station, nearly all 11 of Union City Transit routes, and multiple AC Transit routes
 - High level of readiness
 - Cesar Chavez Middle (eligibility to be determined by grade)
 - 1,283 students
 - Feeder school to James Logan High School
 - High student need (51% FRPM eligible vs. area median of 35%)
 - Served by one AC Transit route and four Union City transit routes

⁷ Assuming costs for the discounted AC Transit Pass and BART Tickets will be passed onto the applicable 8th through 10th grade students, this amount assumes providing those students with a Union City Transit pass discounted to an equivalent value of the AC Transit monthly youth pass. Also assumes additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration. Costs could be lower if Union City Transit is willing to establish a student pass amount for this program.

East County – Tests two tier subsidy using a universal pass with one tier provided for free and targeted towards lowest income students. Limited to one transit agency. Tests use of flash pass versus Clipper card.

- **Program E:** Discounted, means-based flash pass available to all students for use on LAVTA. Students who qualify for FRPM would be eligible to receive their transit pass for free.
 - **Rationale:** Provides a test of a means-based approach designed to reduce/eliminate any stigma by offering discounted passes to all students and free passes to lowest income students. Must be a flash pass: institutional Clipper format will not be ready until fall 2017.
 - **Costs:** Approximately \$681,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.⁸
- Livermore High
 - 1,771 students
 - High student need (24% FRPM eligible, vs. area median of 21%)
 - Served by two LAVTA routes
- East Avenue Middle
 - 623 students
 - High student need (33% FRPM eligible, vs. area median of 21%)
 - Served by four LAVTA routes
 - Safe Routes to School participant

Next Steps

With Commission approval, the program team will work with each identified school to refine the program parameters to fit the specific needs of each school and participating transit agencies. These parameters are intended to reflect the program launch in fall 2016; it is anticipated that the parameters may evolve in future years, depending on year one outcomes, to adapt to changing school and transit agency needs and reflect transit agencies' expanded adoption of Clipper.

Leading up to the launch of the Affordable STPP in August 2016, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators
- Enter into financial agreements with applicable agencies

⁸ Assuming providing a free pass to all FRPM-eligible students, providing to students a monthly student pass amount for \$36/month, 60% of existing adult monthly pass, and reimbursing LAVTA for the full monthly amount; costs for the discounted LAVTA pass will be passed onto the students. Also assumes additional \$50,000 for administration by transit agencies involved and \$50,000 for school administration. Costs could be lower if LAVTA is willing to establish a student pass amount for this program.

- Enter into MOUs with the selected school sites to obtain necessary statistical information, establish any administrative costs, and establish financial payment mechanisms (applicable only for schools provided with discounted passes)
- Develop informational materials for students, including language translation, and distribute to schools
- Identify and train on-site school administrators
- Design, create, print, and distribute passes
- Gather baseline data at recommended school sites
- Establish school site committees for ongoing outreach and communication

Stakeholder Workshop

An update on the site selection process was brought to the Affordable STPP Workshop on April 20, 2016. Participants provided comments on the outcomes of the site selection process, including the initial short list of schools. Overall, participants were supportive of the outcome and eager to move forward with the program. Some had questions and suggested schools for program participation, which were incorporated into the short list in Attachment A.

Fiscal Impact: \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015. Authorization for allocation of the full Affordable Student Transit Pass program is included in a separate Comprehensive Investment Plan recommendation before the Commission in May 2016. The CIP recommendation includes allocation of the additional \$13 million to allow funding for the program over the three-year pilot program horizon.

Attachments

- A. Initial Short List of Potential School Sites
- B. Readiness Assessments of Short-listed School Sites
- C. Affordable STPP Workshop Invite List
- D. Sign in Sheet for the Affordable Student Transit Pass Program Workshop on Wednesday, April 20, 2016

Staff Contact

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

[Laurel Poeton](#), Program Analyst

Shortlisted Schools Following Phase I of the Site Selection Process

Tier I schools demonstrate a high level of student need, high presence of regular transit service within a quarter-mile of the school, and pairing with another Tier I school. Tier II schools demonstrate at least a moderate level of student need and transit service, and Tier III schools possess either lower student need, less transit service, or both.

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
1	North	Berkeley Unified	REALM Charter High	Traditional	Charter	High	9 - 12	361	No	Yes	Yes	74%	9	2
2	North	Berkeley Unified	REALM Charter Middle	Traditional	Charter	Middle	6 - 8	310	No	Yes	Yes	74%	9	2
3	North	Oakland Unified	Castlemont High	Traditional	Non-charter	High	9 - 12	505	No	Yes	Yes	89%	8	1
4	North	Oakland Unified	Fremont High	Traditional	Non-charter	High	9 - 12	811	No	Yes	Yes	76%	6	1
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	286	No	Yes	Yes	89%	6	2
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1515	No	Yes	Yes	88%	20	1
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	526	No	Yes	Yes	95%	3	1
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	524	Yes	Yes	Yes	93%	9	2
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	538	No	Yes	Yes	83%	10	2
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	566	No	Yes	Yes	82%	4	3
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	646	No	Yes	Yes	79%	19	2
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	390	No	Yes	Yes	94%	1	3
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	380	No	Yes	Yes	92%	1	3
14	North	Oakland Unified	Frick Middle	Traditional	Non-charter	Middle	6 - 8	241	No	Yes	Yes	94%	7	2
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	323	No	Yes	Yes	70%	6	1
16	Central	San Leandro Unified	San Leandro High	Traditional	Non-charter	High	9 - 12	2601	Yes	Yes	Yes	72%	5	1
17	Central	San Leandro Unified	John Muir Middle	Traditional	Non-charter	Middle	6 - 8	962	Yes	Yes	Yes	64%	3	1
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	529	Yes	Yes	Yes	87%	5	2
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	504	Yes	Yes	Yes	69%	9	2
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1644	No	Yes	Yes	74%	3	2
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	842	Yes	Yes	Yes	65%	4	2
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1407	Yes	Yes	Yes	60%	2	3
23	South	New Haven Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	1283	Yes	Yes	Yes	51%	5	1
24	South	New Haven Unified	James Logan High	Traditional	Non-charter	High	9 - 12	3912	No	Yes	Yes	40%	16	1
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	906	No	Yes	Yes	54%	4	2
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1850	No	Yes	Yes	45%	8	2
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	990	No	Yes	Yes	51%	2	2

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	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	1985	Yes	Yes	Yes	19%	6	3
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	863	Yes	Yes	Yes	53%	2	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2062	Yes	Yes	Yes	10%	2	3
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	143	No	Yes	Yes	58%	2	2
32	East	Livermore Valley Joint Unified	East Avenue Middle	Traditional	Non-charter	Middle	6 - 8	624	Yes	Yes	Yes	33%	2	1
33	East	Livermore Valley Joint Unified	Livermore High	Traditional	Non-charter	High	9 - 12	1771	No	Yes	Yes	24%	4	1
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	661	No	Yes	Yes	21%	1	3
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1164	Yes	Yes	Yes	38%	5	1
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2127	Yes	Yes	Yes	5%	4	3

Readiness Assessment of Short-Listed Schools

Each short-listed school was given the opportunity to have its readiness evaluated. The following tables presents how each school measured against general categories of readiness. Due to the short time frame, not all schools responded to the request for assessment; the table reflects only those schools who provided information.

Overall, Tier 1 schools demonstrated a high level of student need, transit availability, and readiness to implement this pilot program in fall 2016. Tier 2 schools could potentially be ready in fall 2016, but do not meet the same level of qualifications as Tier I schools. All other short-listed schools are categorized as Tier 3 and are not recommended for participation beginning fall 2016.

Rubric for Readiness Assessment

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
1	Ready & Prepared	Administration has history, depth, knowledge of school. Principal will likely be principal next year	Has a lot of communication channels and methods to engage with students/families (i.e.: robo-calls, text messaging, School Loop emails). Has established PSTA, SSC, Community School Collaboration meetings, etc.	Has a lot of active clubs, after school, lunchtime, and or enrichment activities. School is deemed active and works towards creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available throughout the summer months. Key personnel made themselves available during the summer.	Showed a high level of enthusiasm. Was able to articulate and envision how pilot program could/would fit into school. Asked relevant questions. Had experience implementing a pilot project previously. Could work with the short and quick turnaround timeframe.
2	Ready but not ideal	Administration may be new or transitioning	Has a fair number of communication channels and methods to engage with students/ families	Has some active clubs, after school, lunchtime, and or enrichment activities. School is engaged in creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available for periods throughout the summer months. Key personnel made themselves available occasionally during summer.	Showed some interest. Had a few reservations about implementing pilot project at this time. Concerned about the short quick turnaround time frame.

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
3	Not ready at this time	New Administration or unwilling or uninterested in pursuing project	Has minimal number of channels and methods to engage with students/families	Has a few active clubs, after school, lunchtime, and or enrichment activities. School is aware of creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff may not be available throughout the summer months. Key personnel did not make themselves available during the summer.	Showed some interest. Had a level of skepticism in being able to implement pilot project at this time.

Readiness Assessment of Prioritized Short-listed Schools

Key: ● = Excellent ○ = Moderate ○ = Low/Limited -- = Unknown

Planning Area	School	Leadership Continuity	Communication Mechanisms	School Culture/ Programs	Summer Availability	Interest/ Enthusiasm	Phase II Ranking
North	Castlemont HS	●	●	●	●	●	1
North	Oakland HS	●	○	●	○	○	2
North	Fremont HS	--	○	○	●	●	1
North	Frick Academy	○	●	○	●	●	2
North	Roosevelt MS	●	●	●	●	●	1
North	Bret Harte MS	--	--	--	--	○	3
Central	San Lorenzo HS	○	--	--	--	○	3
Central	San Leandro HS	○	●	●	--	○	1
Central	John Muir MS	●	--	●	●	○	2
Central	Bohannon MS	●	○	●	○	●	1
South	James Logan HS	●	●	●	●	●	1
South	William Hopkins Jr. High	●	○	●	●	○	2

Planning Area	School	Leadership Continuity	Communication Mechanisms	School Culture/ Programs	Summer Availability	Interest/ Enthusiasm	Phase II Ranking
South	American HS	●	○	●	○	●	1
South	Cesar Chavez MS	--	○	○	●	●	2
East	Livermore HS	●	●	--	●	●	1
East	Del Valle HS	●	○	○	○	●	2
East	East Avenue MS	●	●	○	○	●	1
East	Christiansen MS	○	●	●	●	○	2

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Affordable Student Transit Pass Program

Workshop

ROSTER OF ATTENDANCE

Wednesday, April 20, 2016, 3:30 to 5:30 p.m.

6.5D

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
1.	Wilson Lee	Union City Transit	510.675.5409	Wilson1@unioncity.org
2.	Candi Clark	Castro Valley USD	510.537.3000	cclark@cv.k12.ca.us
3.	Xue Xun	BART	510-464-6106	xxun@BART.gov
4.	Steven C. Jones	Superior W. Chan	510/278-0367	Steven.Jones@acgov.org
5.	Jennifer Largaespada	MTC / Clipper	510 817 5602	jlargespada@mtc.ca.gov
6.	PAUL SANFTNER	SUPERVISOR MILEY	5106705967	PAUL.SANFTNER@ALCOV.CA.US
7.	Scott Vernoy	Livermore USD	925.606.3207	svernoy@lvjUSD.k12.ca.us
8.	DARREL AVILLA	LIVERMORE USD	925.606.4709	davilla@lvjUSD.k12.ca.us
9.	Pat PIRAS	Sierra Club	on file	
10.	Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
11.	Lana Adlawan	Oakland Public Library	(510) 238-7613	ladlawan@oaklandlibrary.org
12.	Kristen Foley	City of San Leandro	510.577.3432	kfoley@sanleandro.org
13.	Gayle Fads	Oakland USD Volunteer	916-529-2941	on file
14.	Yusef Carrillo	OUSD	510-846-0286	on file
15.	Victoria Einhaus	AC Transit	510-891-4880	veinhaus@actransit.org

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
16.	John Claassen	Genesis	510-482-2035	jpclaassen@clarknet.net
17.	Galli Cenizal	Nelson/Nygard	415-281-6942	ccenizal@nelsonnygaard.com
18.	Jany Goldman	" "	415-281-6907	jgoldman@nelsonnygaard.com
19.	Tess Hengyel	Alameda CTC	510.208.7428	thengyel@alamedactc.org
20.	Laurel Poeton	Alameda CTC	510.208.7415	lpoeton@alamedactc.org
21.	Christy Wegener	LANTA	925-455-7520	cwegener@lanta.org
22.	Katey Lyons	Alta Planning + Design	510-788-6886	katey.lyons@altaplanning.com
23.	Nora Cody	TransForm	510-740-3150 x323	nora@transformca.org
24.	James Perez Work	TransForm	(510) 512-2444	jperezwork@transformca.org
25.	Matt Nichols	Oakland Mayor's Office	(510) 238-7608	mdnichols@oaklandnet.com
26.	Jennifer Early	OUSD/castlemont	510.260.5623	jennifer.early@ousd.org
27.	Noemi Almaraz	Pleasanton Unified	925-596-4671	n.almaraz@pleasantonUSD.net
28.	Dawn Argyle	Ala. Co. Bos #1 - Haggerty (Commissioner)	925-551-6995	dawn.argyle@degsa.org
29.	Sheng Thao	Councilmember Kaplan's office	(510) 238-7082	SThao@oaklandnet.com
30.	Nichole			
31.	Tim Sabvanti			
32.				
33.				