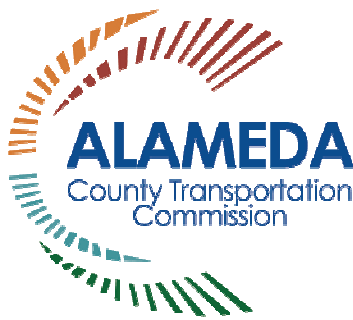




Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

Marshall Kamena, Mayor

City of Newark

Luis Freitas, Vice Mayor

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Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Alameda County Transportation Commission

meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, May 9, 2011, 11:00 A.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Chair:

Director Greg Harper

Vice Chair:

Councilmember Olden Henson

Members:

Mayor Mark Green

Supervisor Scott Haggerty

Supervisor Keith Carson

Mayor Jennefir Hosterman

Mayor Marshall Kamena

Councilmember Joyce Starosciak

Staff Liaisons:

Beth Walukas

Tess Lengyel

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Gladys V. Parmelee

AGENDA

Copies of Individual Agenda Items are Available on the:

Alameda CTC Website -- www.AlamedaCTC.org

1 Pledge of Allegiance

2 Public Comment

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

3 Consent Calendar

3A. Minutes of April 11, 2011 – **page 1**

A

3B. Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions – **page 5**

A

4	Planning	
4A.	Approval of Guaranteed Ride Home Program Annual Evaluation - page 7	A
4B.	Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Project and Program Submittal List – page 37	A
4C.	Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – page 91	I
4D.	2011 Congestion Management Program (CMP) Update:	I
4D1	Presentation on Community Design and Transportation (CDT) program by Santa Clara Valley Transportation Authority – page 103	
4D2	Presentation on Automobile Trip Generated (ATG) measure for assessing transportation impacts by San Francisco County Transportation Authority – page 113	
5	Legislation and Policy	
5A.	Legislative Program Update – Approval of Legislative Positions – page 123	A
6	Staff and Committee Member Reports	
7	Adjournment/Next Meeting: June 13, 2011	

Key: A – Action Item; I – Information Item; D – Discussion Item
* – Material will be available at the meeting

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE**

MINUTES OF APRIL 11, 2011

Chair Greg Harper convened the meeting at 11:18 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of March 14, 2011

3B. Report on Environmental Document/General Plan Amendments Reviewed

A motion to approve the consent calendar was made by Supervisor Haggerty; a second was made by Councilmember Henson. The motion passed 6-0.

4. PLANNING

4A Approval of 2011 CMP Update: Recommendations for the CMP Level of Service Standards Regarding Roadway Network and Multimodal Level of Service

Saravana Suthanthira requested input on two options for revising and re-evaluating the threshold for including roadways as principal arterials on the CMA network and a process for using multi-modal level of service standards for CMP purposes. She said that based on ACTAC and PPLC inputs, staff will revise Chapters 2 and 6. The two options are: (1) Option 1: Re-evaluate and revise as appropriate the original 30,000 average daily traffic threshold criteria for selecting principal arterials on the CMP network and apply new criteria to identify new roadways; (2) Option 2: Develop a set of qualitative criteria to identify new roadways to be included and surveyed. Roadways identified using the qualitative criteria would be monitored for informational purposes only and would not be used in the conformity findings process. The qualitative criteria policy would be reviewed periodically. After some discussions, a motion to recommend that the Commission approve Option 2 and a process for using multi-modal level of service standards for CMP purposes was made by Councilmember Henson; a second was made by Mayor Kamena. The motion passed 7 – Aye; 1 - Nay (Mayor Green).

4B Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Beth Walukas stated that project/program applications are due to Alameda CTC on April 12, 2011. These will be screened and a preliminary list of CWTP projects and programs will be developed. Then a draft list of projects and programs recommended for inclusion in the RTP will be developed and will be submitted to MTC by April 29, 2011. Both the CWTP and RTP draft lists will be presented to Alameda CTC committees in May culminating in a public hearing at the May 26, 2011 CWTP-TEP

Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on May 27, 2011. This item was for information only.

5 LEGISLATION AND POLICY

5A. Legislative Update and Approval of Legislative Positions

Tess Lengyel requested the Committee to recommend that the Commission approve positions on the following state bills:

- Support AB 153, 155, and SB 234 (Skinner, Calderon, Hancock, respectively): Expansion of sales tax collection from internet transactions – Increases collection of taxes on internet purchases.
- Support AB 146 (Dickinson): Subdivisions – Expands the eligible use of developer fees.
- Support AB 1308 (Miller): Highway Users Tax: appropriation of funds – continuously appropriates state transportation dollars to cities, counties and Caltrans when a budget is not enacted by the mandated June 30 of each year.
- Support SB 582 (Emmerson): Regional Commute Benefits Policy – Allows the air district and metropolitan planning organizations to establish commute benefit ordinances requiring employers to offer to employees.
- Oppose AB 392 (Alejo): Ralph M. Brown Act: posting agendas – Requires posting all staff written items related to an agenda item at least 72 hours before being heard at a public meeting; otherwise, an agency may not act on it.

She also requested the Committee to recommend that the Commission support federal bill HR 1123 (Congresswoman Richardson) TIFIA Expansion Act of 2011. A motion to approve staff recommendation on the state bills was made Mayor Kamena; a second was made by Councilmember Henson. The motion passed 7-0. A motion to approve staff recommendation to support HR 1123 was made by Mayor Kamena; a second was made by Councilmember Starosciak. The motion passed 7-0.

6 STAFF AND COMMITTEE MEMBER REPORTS

Arthur Dao informed the Committee that the agency is hosting the East County Transportation Forum on April 21, 2011 at Dublin City Hall. There was no report from Committee members.

7 ADJOURNMENT/NEXT MEETING: MARCH 14, 2010

The meeting was adjourned at 12:28 p.m.

Attest by:



Gladys V. Parmelee
Interim Clerk of the Commission



PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

April 11, 2011

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit		Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore		Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton		Robert Franklin - BART	
Joyce Starosciak – City of San Leandro		Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City		Emily Duncan – City of Union City	
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF			
Arthur L. Dao – Executive Director			
Gladys Parmelee – Executive Assistant and Clerk of the Commission			
Beth Walukas – Manager of Planning			
Tess Lengyel – Programs and Public Affairs Manager			
Victoria Winn – Administrative Assistant III			

STAFF	Initials	STAFF	Initials
Patricia Reavey - Director of Finance		Arun Goel – Associate Transportation Engineer	AKG
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming		Liz Brazil – Contracts Administrator	
Ray Akkawi – Manager of Project Delivery		Linda Adams – Executive Assistant	
Saravana Suthanthira - Senior Transportation Planner		Jacki Taylor – Programming Liaison	
Diane Stark -Senior Transportation Planner	DS	Laurel Poeton – Engineering Assistant	
Vivek Bhat – Senior Transportation Engineer		Vicki Winn – Administrative Assistant III	VW
John Hemiup – Senior Transportation Engineer		Claudia Leyva – Administrative Assistant III	
Steve Haas – Senior Transportation Engineer			
Bijan Yarjani – Senior Transportation Engineer		Frank Furger, Executive Director, I-680 JPA	
		James O'Brien	JO

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Chris Miley	Alameda County	(510) 272-6676	
2.	Nathan Lando	AC Transit	(510) 891-4792	Nathan.Lando@actransit.org
3.	Dan Arce	Alameda Co. Bus #1		
4.	Shari Tada	STRADA	510-595-1993	shariatstrada@gmail.com
5.	Bob Vinn	LIVERMORE		
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				



Memorandum

DATE: April 26, 2011
TO: Planning, Policy and Legislation Committee (PPLC)
FROM: Laurel Poeton, Assistant Transportation Planner
SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions**

Recommendation

This item is for information only. No action is requested.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOP), General Plan Amendments (GPA), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact on proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In April of 2011, staff reviewed no documents and therefore, no comments were submitted.

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Memorandum

DATE: April 19, 2011
TO: Planning, Policy and Legislation Committee
FROM: Diane Stark, Senior Transportation Planner
SUBJECT: **Approval of Guaranteed Ride Home Program Annual Evaluation**

Recommendations

It is recommended that the Commission approve the 2010 Annual Evaluation Report for the Guaranteed Ride Home (GRH) Program, including the recommendations for next year's program. The Executive Summary is attached and the draft Evaluation Report is available at the Committee meeting and on the Alameda CTC website. It is also recommended that next year, the program:

1. Continue operations and marketing, including maintaining the website, monitoring car rental requirements, and conducting employee and employer surveys.
2. Continue to market the reduced minimum employee per employer requirement.
3. Implement new program-wide marketing strategies, including co-marketing and social media marketing.
4. Rebrand the GRH Logo and Website to be consistent with the Alameda CTC website.
5. Promote the GRH Program to School Districts by coordinating with Alameda County Safe Routes to School (SR2S) Program.
6. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive Transportation Demand Management (TDM) Program as part of the Alameda Countywide Transportation Plan Update.

Summary

The Guaranteed Ride Home Program is a Transportation Demand Management (TDM) strategy that encourages people to take alternative modes of transportation to work. It is one of the TDM strategies that Alameda CTC is currently undertaking to meet the State requirements in the Congestion Management Program (CMP). It also contributes towards the Alameda CTC's efforts to reduce greenhouse gas emissions, as required by recent state legislation, SB 375 and AB 32.

Goal of Program

The purpose of the program is to provide a ride home to registered employees in cases of emergency or unscheduled overtime on days the employee has used an alternative mode of transportation to go to work other than driving alone. Alternative modes include carpools, vanpools, transit, walking or bicycling. By encouraging use of alternative modes, results demonstrate a reduction in the number of single occupancy vehicle trips taken. Based on the program outcomes, it can be considered a success, as discussed below.

Results of Annual Survey and Evaluation

The Draft Annual Evaluation Report presents the results of the 2010 evaluation of the program's administrative functions, statistics on employer and employee participation and trips taken, data from the annual survey of participating employees and employers, and recommendations for program enhancements.

Highlights from the 2010 program are presented below:

- The program reduced 3,330 drive alone roundtrips per week, or 173,150 roundtrips per year and saved 9.1 million miles driven over the year.
- Compared to last year, the program had nearly the same number of total employers and employees registered in the program. Thirty one new employers registered in the program, which is nearly three times the amount of new employers registered in 2009. This may be due to the reduced number of employees per employer requirement that became effective in 2009 and was marketed in 2010.
- Additional marketing efforts were focused on employers with less than 75 employees—reflecting the elimination of the minimum number of employees per employer requirement—and on the South and Central County. Sixty four percent of the new employers who registered (20 of 31) were businesses with less than 75 employees. One new employer was from Union City, representing the only new employer in the South or Central County.
- Reducing the minimum number of employees per employer requirement did not add administrative costs, nor number of rides taken for the program.
- The number of rides taken (55) was the lowest since the program was initiated. This could be attributed to the downturn in the economy.
- Thirty percent of the 55 people who took rides with the program used rental cars instead of cabs (an increase from 18 percent last year), resulting in a \$1,778 savings in program costs.
- The Board's recommendation to explore charging employers is not being recommended now due to the likeliness of a high attrition rate based on the survey results and the economy. Recommendations to investigate charging employers at a later date, and also to further investigate a regional GRH program or an expanded TDM program are under consideration as part of the update of the Countywide Transportation Plan.

Estimated Program Savings and Highlights

Category	2010 Highlights and Savings
Program Enrollment at end of program year	4,253
Drive Alone Roundtrips Reduced Per Week	3,330
Drive Alone One-Way Trips Reduced Per Week	6,660
Drive Alone Roundtrips Reduced per Weekday	666
Drive Alone One-Way Trips Reduced per Weekday	1,332
Total drive-alone roundtrips reduced per year	173,160
Total drive-alone one-way trips reduced per year	346,320
Guaranteed Ride Home rides taken in 2010	55
Average commute distance of GRH participants in 2010	27.6
Average miles saved per workday	36,763
Annual miles saved per work year (250 days)	9,190,800
Average US vehicle fuel economy (MPG)	22.6
Average gallons of gas saved per workday	1,626.7
Annual gallons of gas saved per work year (250 days)	406,670
Average gas price in 2010	\$3.09
Average dollars not spent on gas per workday	\$5,027
Annual dollars not spent on gas per work year (250 days)	\$1,256,626

Program Recommendations

The status of recommendations for Program enhancements made by the Board in 2010 are found on page ES-12, Figure ES-4, in the attached Executive Summary. Recommendations for 2011 are summarized in the Executive Summary.

Attachments

Attachment A: Executive Summary

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EXECUTIVE SUMMARY PROGRAM UPDATE AND RECOMMENDATIONS

INTRODUCTION

The Alameda County Transportation Commission (CTC) Guaranteed Ride Home (GRH) Program has been in operation since April 9, 1998. This report presents the results of the 2010 Program Evaluation and covers program operations during the 2010 calendar year including a comparison with previous years. The evaluation provides information about:

1. The effectiveness of the program's administration;
2. Statistics on employer and employee participation and rides taken;
3. The program's success in causing an increase in the use of alternative modes; and
4. The status of Board recommendations made for 2010 and proposed recommendations for 2011.

PROGRAM DESCRIPTION

The Alameda County Guaranteed Ride Home (GRH) Program is administered by the Alameda County Transportation Commission (CTC). The Alameda CTC is a newly-formed countywide transportation agency, resulting from a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA).¹ Their mission is to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County.

The Alameda County GRH Program is funded with Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD). The objective of the GRH Program is to maximize modal shift from driving alone to using commute

¹ This merger was completed in 2010.

alternatives including transit, carpools, vanpools, bicycling and walking. The goal of changing travel modes is to reduce the number of vehicle trips, decrease traffic congestion, and improve air quality in Alameda County. The GRH Program meets these goals by providing incentives for Alameda County employees to travel to work using alternative modes rather than driving alone. The GRH Program provides a “guaranteed ride home” to any registered employee working for a participating employer in cases of emergency on days the employee has used an alternative mode of transportation to get to work.

All businesses in Alameda County are eligible to participate in the GRH Program. Since it began in 1998, the GRH Program has grown into a smoothly operating program with 206 registered employers and 4,253 registered employees making a commitment to travel to work taking alternative modes to driving alone. This has resulted in a reduction of 3,330 drive alone trips per week. (See Figure ES-1 for highlights over the 12-year course of the Program.) Additionally, in 2010, 38% of participants stated they would not use an alternative travel mode or would use one less frequently without the GRH Program. Furthermore, 33% of participants stated that, with the program, they use alternative modes four or more times a week. The GRH Program provides incentives for commuters to travel using sustainable transportation modes as compared to driving alone.

Figure ES-1 Guaranteed Ride Home Program Historical Trends

Trend	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Program Participants													
Total Number of Employers	72	100	119	132	127	110	120	131	142	155	188	189	206
New Employers Registered	72	28	19	13	12	14	16	22	12	18	56	12	31
Total Number of Employees	880	1,674	2,265	2,759	2,664	2,785	3,268	3,638	4,107	4,437	4,327	4,249	4,253
New Employees Registered	880	794	591	494	525	710	543	603	550	514	722	406	414
Trip Statistics													
Total Number of Trips Taken	57	156	168	149	145	151	143	87	107	98	119	72	55
Total Number of Rental Car Trips	N/A	N/A	N/A	N/A	8	10	18	9	18	18	23	13	17
Total Number of Taxi Trips	N/A	N/A	N/A	N/A	137	141	125	78	89	80	96	59	38
Average Trips per Month	6.3	13	14	12.3	12	12.4	11.8	6.8	8.9	8.2	9.9	6.0	4.6
Average Trip Distance (miles)	28.7	34.96	36.9	42.1	42.02	42.9	39.8	42.6	41.8	41.6	39.4	31.5	34.2
Average Trip Cost ²	\$54.51	\$65.25	\$70.45	\$84.02	\$88.18	\$93.64	\$80.92	\$87.78	\$89.48	\$86.13	\$90.49	\$69.47	\$54.85
Rental Car Savings	N/A	N/A	N/A	N/A	\$421	\$759	\$1,015	\$442	\$1,221	\$1,316	\$1,446	\$998	\$1,778
Number of potential trips per year	5,280	10,044	13,590	16,554	15,984	16,710	19,608	21,828	24,642	26,622	25,962	25,494	25,518
Percent of potential trips taken each year	1.08%	1.55%	1.24%	0.90%	0.91%	0.90%	0.73%	0.40%	0.43%	0.37%	0.46%	0.28%	0.22%

²A combined average of car rental and taxi costs.

GUARANTEED RIDE HOME PROGRAM EVALUATION | 2010 | DRAFT

Alameda County Transportation Commission

Trend	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Survey Results													
Number of Surveys Collected	215	350	270	346	517	619	658	716	732	728	822	990	590
Survey Response Rate	N/A	21%	12%	13%	19%	22%	20%	20%	18%	16%	19%	23%	14%
Percent Who Would Not Use an Alternative Mode or Would Use Less Frequently without GRH	15%	16%	19%	19%	34%	41%	47%	46%	40%	41%	35%	35%	38%
Increase in the Percent of Those Using Alternative Modes Four or More Times a Week	N/A	10%	15%	8%	15%	17%	14%	21%	19%	18%	28%	28%	28%
Number of Single Occupancy Vehicle Trips Reduced per Week	N/A	N/A	N/A	N/A	3,768	3,946	3,774	3,318	3,709	3,499	3,635	3,102	3,330

ANNUAL PROGRAM HIGHLIGHTS

Registration of employers in the GRH Program in 2010 was affected by two opposing influences—the CMA Board’s decision to change the program requirements to allow all Alameda County businesses to enroll, regardless of size, and the downturn in the economy with businesses closing and employers leaving the county. Prior to 2009, employers were required to have at least 75 employees to enroll in the GRH Program. Figure ES-2 shows the new employers that registered along with those who left the program in 2010.

In 2010, 31 new employers enrolled in the program, bringing the number of registered employers to 206. Of the 31 new employers, 20 were in companies with less than 75 employees. Enrollment of new employers had peaked in 2008, when 56 new employers registered due to the program’s partnership with the Emeryville Transportation Management Association (TMA) and the Downtown Berkeley Association (DBA) as well as record high gas prices, leading to more commuters seeking alternative transportation modes.

The 2010 calendar year experienced a slight increase in the number of new registrants compared to 2009, with 414 new employees enrolling in the program (as shown in Figure ES-1). Enrollment continued to increase but not at the high levels in previous years due to hiring freezes and the increase in unemployment associated with the recent economic downturn. Total actively registered participants increased slightly in 2010; from 4,249 in 2009 to 4,253 in 2010.

A number of GRH employers have either gone out of business or decided not to participate in the program because their registered employees no longer work for the company or because of limited staff resources to administer the program. Participant losses were concentrated at employers that either went out of business or relocated to another county. Agilent Technologies Inc. closed their Pleasanton branch in 2010 and relocated to Santa Clara County. NUMMI in Fremont and Cholestech Corporation in Hayward both closed their doors on March 31, 2010. Robert Half International moved their office location on May 22, 2010 from Pleasanton to Bishop Ranch in Contra Costa County. After these businesses were shut down or relocated, 293 employees were removed from the database of actively registered employees in the program (268 employees from NUMMI, 21 employees from Robert Half International,

and 4 from Cholestech Corporation). In addition, three employers were removed from the database because no employer contact could be established.

See Figure ES-2 for a summary of new employers and participant losses in 2010.

Figure ES-2 New Employers and Participant Losses (2010)

Employer Name	City	# of Employees
New Employers - 2010		
Financial Benefits Credit Union	Alameda	6
Lockheed Martin	Alameda	7
Center for Accessible Technology	Berkeley	7
Experience in Software Inc.	Berkeley	10
Americans For Safe Access	Oakland	12
Elder Care Alliance	Alameda	15
Disability Rights Education and Defense Fund	Berkeley	20
State of California, Department of Fair Employment & Housing	Oakland	25
Avanguest North American Inc.	Pleasanton	25
Broadlane	Oakland	32
Wiss, Janney, Elstner Associates	Emeryville	40
Newfield Wireless, Inc.	Berkeley	40
First Solar	Oakland	50
Donahue Gallagher Woods LLP	Oakland	50
Hub-Data911	Alameda	50
The College Preparatory School	Oakland	50
Ironplanet, Inc.	Pleasanton	52
S & C Electric Company	Alameda	60
Ratcliff Architects	Emeryville	70
511 Rideshare Program	Oakland	75
Taylor Engineering	Alameda	80
Senela Center	Oakland	80
US Treasury - FMS	Emeryville	80
E&E Co. LTD	Fremont	85

GUARANTEED RIDE HOME PROGRAM EVALUATION | 2010 | DRAFT
Alameda County Transportation Commission

Employer Name	City	# of Employees
Tri-City Health Center	Fremont	185
Doric Group of Companies	Alameda	200
Kaiser Permanente Union City	Union City	251
Workday	Pleasanton	400
Abbott Diabetes Care	Alameda	700
Carl Zeiss Meditec Inc.	Dublin	720
Lam Research Corporation	Fremont	1000
Employers Who Left GRH Program - 2010		
NUMMI	Fremont	-268
Cholestech Corporation	Hayward	-4
Robert Half International (moved to Contra Costa County)	Pleasanton	-21
Hunter Travel Managers	Pleasanton	-5
State Street California	Alameda	-3
Agilent Technologies Inc. (moved to Santa Clara County)	Pleasanton	-3

Based on the fact that each registered participant may take up to six rides in a one-year period, the rate that guaranteed rides are taken is very low. Most program participants take a guaranteed ride home very infrequently or not at all. For example, at the end of 2010, there were a total of 25,518 potential rides based on a total enrollment of 4,253 employees and a maximum of six rides allowed per employee per year. However, only 55 rides were actually taken (approximately 0.22% of potential rides).

As shown in Figure ES-1, the total number of rides taken per year can fluctuate significantly. Despite the availability of the program to all employees in Alameda County, the number of rides taken declined in 2010. It is unknown why the number of rides taken in 2010 decreased by 24%. It could be attributed to the economic downturn and high rates of unemployment in 2009/10.

Of the 7,816 employees who have ever registered for the program at the end of 2010, 7,080 (91%) had never taken a ride. The vast majority of those who have used the program (80%) have only taken one or two rides. This demonstrates that participants

see the GRH Program as an “insurance” policy and do not abuse the program or take more rides per year than they need. The program is available if and when an emergency or unscheduled overtime arises and provides participants with peace of mind knowing that even when they do not drive alone, they can get home under unexpected circumstances.

MAJOR FINDINGS OF THE EVALUATION

The program evaluation consisted of an examination of the program’s administrative functions, statistics on employer and employee participation and use, data from the surveys of participating employees, and recommendations for program changes and enhancements. The following sections present the major findings from the evaluation.

Program Administration

Program Operating Principles

- The use limitation of six rides per year continues to be appropriate. Very few program participants have reached the limit since the program’s inception. The highest number of trips taken in 2010 by a single participant was three.
- The rental car demonstration program was successfully implemented in October 2002 in the Tri-Valley area (Dublin, Livermore and Pleasanton), and countywide in April 2004 to reduce program costs by encouraging use of rental cars with a fixed rate regardless of the number of miles traveled. A new policy went into effect in 2006 requiring participants to use a rental car for any non-emergency trip over 50 miles³. Rental car use accounted for 31% of all 2010 rides. The program realized an estimated savings of approximately \$1,700 on ride costs in 2010. Despite the low number of rides taken in 2010, the program had the largest cost savings in rides since the majority of trips over 20 miles were taken by a rental car instead of by taxi. Rental car savings increased from \$998 in 2009 to \$1,778 in 2010.

Marketing and Promotions

- Approximately 20% of program resources are dedicated to marketing and promotion. This time is spent marketing both to employers and their employees in the form of making calls, distributing flyers, and giving presentations and attending events. The program has sought to leverage these resources by relying on

³ The requirement to use rental cars for non-emergency trips over 50 miles also takes into consideration that for those who do shift work, the rental car companies close at 6:00 p.m.

participating employers to promote the GRH Program internally, and by seeking co-marketing opportunities with local transit agencies and with organizations that promote commute alternatives such as MTC and local business districts like the Hacienda Business Park.

- In 2009, the program eliminated the eligibility requirement that only employers with 75 or more employees could participate. All Alameda County employers and employees are now eligible for the program. Marketing materials and the website have been updated to reflect this new requirement. The Program Administrator also sent press releases to the Chambers of Commerce and attended transportation fairs to inform employers about the new program changes in 2010. Furthermore, program staff continued to form partnerships with Transportation Management Agencies (TMAs) and business associations to more effectively market the program to all employers regardless of size. This change in eligibility requirement resulted in the enrollment of 20 new employers with less than 75 employees in 2010.
- To help increase countywide awareness about the GRH Program, GRH staff developed a Marketing Plan in 2010 that had three focus areas: Companies, Communities and Creative Outlets (see Appendix B). As part of this initiative, staff reached out to various businesses (identified through the East Bay Economic Development Alliance), various Alameda County city staff, as well as other advocacy and non-profit groups that are supportive of alternative modes of transportation.
- GRH has ramped up its efforts for co-marketing with other agencies and groups with similar missions and goals. GRH staff has had correspondence with individuals from AC Transit and Alameda CTC bicycle and pedestrian program. Co-marketing efforts not only expand the reach of GRH marketing efforts in a cost-effective manner, it helps present GRH as a complimentary service to alternative modes of transportation.
- Although the GRH program has been marketed throughout Alameda County, 85% of registered employers are located in North and East County. In order to encourage increased participation in South and Central Alameda County, the GRH Program focused marketing efforts on employers in these areas in 2010. In 2010,

the Program Administrator sent letters to the Chamber of Commerce of Newark, San Leandro, Union City, Hayward, and Fremont and has been in contact with city staff from Union City and San Leandro. The Program Administrator also attended a Clean Commute Transportation Fair in San Leandro on April 19, 2010. Despite the targeted marketing efforts, Union City was the only city in South or Central Alameda County to increase GRH enrollment in 2010. Registered businesses in Union City increased from two to three in 2010 (50% increase). Although no new employers in San Leandro enrolled in the GRH program in 2010, several have enrolled in 2011 as a result of increased marketing efforts. This increase will be reported in the 2011 annual report. Overall, there was a decrease in registered businesses in South and Central Alameda County in 2010, likely due to the downturn in the economy.

- The availability of the marketing materials in electronic format via the internet or email continues to be a useful and inexpensive tool for promoting the program.
- The website is updated to include changes in the program, such as the rental car program, new eligibility requirements, online registration, and to clarify the program, as necessary, such as providing a clear description of the instant enrollment program.

Employer and Employee Participation

Employer and Employee Registrations

- A total of 31 new businesses and 414 employees registered for the program in 2010. Twenty of the newly registered businesses in 2010 had fewer than 75 employees.
- Despite the enrollment activity, the total number of registered participants in the program increased by only 1% since the previous year. According to employer contacts, this is due to the downturn in the economy and company downsizing.
- Even with following the CMA Board's direction to focus a new marketing effort on south and central Alameda County in 2010, north and east Alameda County continue to be the areas with the most employers enrolled in the program. These areas account for over 85% of all registered businesses. This can be attributed to the large concentration of employers in Downtown Oakland and our partnerships

with the Hacienda Business Park in Pleasanton, the Emeryville Transportation Management Association (TMA) in Emeryville, and the Downtown Berkeley Association (DBA) in Berkeley.

Rides Taken

- From the program's inception in 1998 through 2010, a total of 1,516 rides (1,379 taxi rides and 137 rental car rides) have been taken. A total of 55 rides were taken during the 2010 calendar year for an average of approximately 5 rides per month. 2010 had the lowest number of rides were taken since the program inception in 1998. This could be due to the economy and job losses.
- Ninety-one percent of the employees enrolled have never taken a trip. This demonstrates the "insurance" nature of the program and shows that participants do not abuse the program. Of the employees who have taken a trip since the program inception (1998), 80% have taken only one or two rides.
- The two most common reasons to take a guaranteed ride home in 2010 were "personal illness" (33% of rides) and "unscheduled overtime" (16% of trips).
- Those who carpool or vanpool are more likely to use a guaranteed ride home trip than those who use other alternative commute modes. Sixty-one percent of guaranteed rides home were used by car- and vanpoolers.
- The average trip distance increased by 9% in 2010 compared to 2009. The average trip distance for all trips in 2010 was 34.2 miles.
- The average taxi trip distance declined 27% to 20.1 miles and the average rental car trip distance increased 25% to approximately 65.9 miles. Since car rental trips are a flat fee, their increase in mileage helped to contribute towards cost savings for the program.
- The average taxi trip cost decreased 23% in 2010; from \$71.44 in 2009 to \$55.01 in 2010 due to shorter taxi trip distances. When factoring in rental car trips, the average trip cost was \$54.85. This large decrease in cost was due to an increase in rental car usage for longer trips. Friendly Cab, serving Oakland, Berkeley, and Emeryville, provides a majority of the GRH rides.

- The cost of a rental car trip is \$55.00. It is estimated that the use of rental cars in 2010 saved \$1,778 in trip costs. Nearly one out of three trips taken was with a rental car.

Employee Commute Patterns

- The most common trip-origin cities are Oakland, Pleasanton, and Fremont. The most common trip-destination cities are Oakland, Manteca, and Modesto.
- The most common trip destination county is Alameda County, followed by Contra Costa County and San Joaquin County.

Employee Survey

The 2010 survey was distributed and completed primarily online. GRH staff attempted to contact all employer representatives (some were non-responsive despite repeated attempts) to request their assistance with the distribution of the survey. When employers were not available to distribute the survey, GRH staff contacted employees directly with the survey. Of the 4,253 employees currently enrolled in the program, 590 completed the survey, a 14% response rate – similar to previous years, but lower than 2009. Of the surveys, 98.6% were completed online. Survey respondents represent 105 (out of 206) different participating employers. The results of the survey follow.

Use of Alternative Modes

The Guaranteed Ride Home Program continues to be successful in encouraging the use of alternative modes. According to 2010 survey responses:

- When asked how important GRH was in their decision to stop driving alone, 63% of respondents who used to drive alone said that it was at least somewhat important.
- Ninety percent of respondents stated that they think that the GRH Program encourages people to use alternative modes more often. Only 55% of respondents, however, stated that the program encourages them personally to use alternative modes more often.
- If the GRH Program were not available, the majority (64%) reported that they would continue to use an alternative mode at the same frequency that they currently do.

- Survey results suggest that the program may have helped encourage participants to try alternative modes and now that they are in the habit of using alternative modes, they would continue using them even if the program became unavailable.
- The survey asked respondents how they traveled to work at present and before they registered for the GRH Program. Both before and after the program, the most common modes were driving alone, BART and bus. Drive alone rides, however, declined by nearly 50% after registering with the GRH Program, while alternative mode use increased.
- Using these survey findings, we were able to extrapolate the impact of the program on travel behavior of all participants. The program reduces an estimated 3,330 single-occupancy vehicle (SOV) trips per week.

Other Commute Characteristics

- Commute distances of program participants are generally 50 miles or less (90%).
- Most program participants travel to work during the peak commute hours of 7-9 AM in the mornings (64%) and 4-6 PM in the evenings (75%).

Customer Service Ratings

The annual evaluation survey includes two questions to evaluate participant's level of satisfaction with the customer service provided in the program. Additional information on service satisfaction is collected in the survey that participants return after they have taken a ride.

- The administrative functions of the GRH Program continue to receive very high ratings for the quality of customer service, consistent with previous years' evaluations.
- In 2010, 31% of respondents rated Clarity of Information as Excellent and 44% as Good. These numbers were very similar to 2009 results.
- Passengers were very positive in their evaluation of the transportation services provided through GRH with 90% of users rating the services as "excellent" or "good".

Program Value

This year's survey asked participants how much they value the GRH Program compared to other transportation benefits they receive.

- Sixty-three percent reported that the program was as valuable as or more valuable than other transportation benefits they receive at work. Thirteen percent reported that they receive no other transportation benefits at work. Participants may value the program highly because it is a free commuter benefit offered by the County during an economic downturn.

Employer Survey

In addition to employee participants, employer representatives are also surveyed annually. Of the 206 employers currently enrolled in the program, 63 surveys were completed, resulting in a 31% response rate. New questions were added to the employer survey this year asking how much employers would be willing to pay towards the program and their attitudes toward Transportation Demand Management (TDM) benefits. The results are summarized under "Program Value," below.

Use of Alternative Modes

- The survey asked the employer representatives how important the program is in encouraging employees to use alternative commute modes more often. A large majority (87%) reported that they feel participation in the program at least somewhat encourages more alternative mode use.⁴
- The survey asked respondents if their companies offered additional commuter benefits to employees. Most employers (84%) reported that they provide other transportation subsidy programs besides the GRH Program. The most popular benefits were bicycle parking and Commuter Checks.

Program Management

- The survey asked respondents how long they have managed the program for their company. In 2010, 77% of respondents have been with GRH for one or more years, compared to 74% in 2009 and only 57% in 2008. When GRH staff contacted the employer representatives this year, GRH staff did not encounter a large number of employers who had experienced employer representative turnover.

⁴ Employers were asked for their opinion regarding if the GRH Program encourages employees to use alternative commute modes more often. Employers did not take a poll or individual survey of their registered employees.

- When asked about the workload that GRH presents, all employers reported that their workload was “manageable” or the program is “not much work”.
- One of the important features of the program is the instant enrollment voucher which allows persons not registered in the program to become instantly enrolled and receive a guaranteed ride home in case of emergencies. Eighty-two percent of employer representatives stated that they have never issued an instant enrollment voucher, a lower number than 2009 when 91% of respondents stated that they had not issued an instant enrollment voucher. This shows an increase in employer awareness about the instant enrollment vouchers.

Customer Service Ratings

The survey includes two questions to evaluate the employer representatives’ level of satisfaction with the customer service provided in the program in 2010.

- “Clarity of information” provided by program staff received very high ratings, with 81% of respondents stating that information was “excellent” or “good”. This is a slight decrease from 2009 when 88% of employers stated that clarity of information was either excellent or good. The decrease in perceived clarity of information in 2010 could be attributed to the changes in program eligibility requirements to allow all Alameda County employees to register in the program and new online registration.

Rental Car Awareness

Starting in 2007, the annual survey started asking employer representatives about their awareness of the rental car requirement for rides over 50 miles.

- Over three fourths (79%) of employer representatives stated that they were aware of the requirement. In 2007, less than half of employer representatives knew about the rental car requirement, in 2008, 69% of employers knew about the requirement, and in 2009, 72% of employers knew about the requirement. This shows that the marketing outreach for the rental car requirement has worked to increase its awareness.

Program Value

The employer survey asked questions specifically about the perceived value of the GRH program compared to other transportation benefits offered at their workplace.

- Sixty percent of respondents stated that they thought that their employees value the GRH Program as much as or more than other transportation benefits offered by their employer. A quarter of respondents stated that their employer does not offer any other transportation benefits.

Transportation Demand Management (TDM)

Employer representatives were asked if they were interested in offering Transportation Demand Management (TDM) benefits to their employees. A follow up question also specifically asked about willingness to pay to participate in a comprehensive TDM program.

- The majority of employer representatives (77%) stated they would be interested in offering their employees additional TDM benefits. Most employers reported that they provide some type of commuter benefits in addition to GRH. The most popular programs were bicycle parking and Commuter Checks.
- Employer representatives were asked to rank the top three TDM benefits that they would be interested in offering their employees, other than the GRH Program. As their first choice, the majority of employer representatives would like to offer their employees free or discounted transit passes (30%) or Commuter Checks (25%). As their second choice, the majority of employers listed telecommuting/flextime (22%) and again Commuter Checks (19%) and free or discounted transit passes (19%). As their third choice, employers would like to offer preferential carpool/vanpool parking (19%) and telecommuting (19%). Twenty-three percent of participants stated they are not interested in offering TDM benefits to their employee.
- Respondents were asked a set of questions that focused on their company's willingness to pay to participate in the GRH Program if it were incorporated into a countywide TDM Program. Sixty-five percent of respondents stated that their continued participation would be "very unlikely" or "unlikely" if the program charged an annual fee to be part of a TDM Program. Thirty-five percent of employers thought that their participation would either be "very likely" or "likely." This is a five percent increase in willingness to pay from last year, when 30% stated that their participation would either be "very likely" or "likely." This could be a sign

that employers may be warming up to the idea of financially contributing to be a part of a comprehensive TDM program.

- Employers were asked if their company paid a fee, would they be more likely to pay a flat annual fee or per registered employer to be part of a countywide TDM program. Twenty percent stated they would rather pay a fee per registered employee and only 3% said they would rather pay a flat annual fee. Larger employers may be more willing to pay a set annual fee, while smaller employers were more willing to pay per registered employee, since it is probable that larger companies would use more trips on an annual basis as compared to smaller ones. Last year, 13% of employers said they would be willing to pay a flat annual fee and 17% said they would be willing to pay a fee per registered employee.
- The lack of willingness to pay an annual fee was mostly attributed by employer representatives to the current state of the economy.

Program Savings

The Guaranteed Ride Home Program's goal is to reduce single occupancy vehicle commute trips through encouraging alternative transportation use. Based on the annual employee survey results, the program eliminated approximately 3,330 single-occupancy vehicle roundtrips per week or 1,332 one-way trips per weekday. Based on the average reported commute distance by GRH participants and the number of registered participants, the GRH Program eliminates approximately 9.2 million vehicle miles from roadways annually.⁵ It is estimated that the program saved participants approximately \$1.2 million annually on fuel expenses in 2010.⁶

⁵ Based on 1,332 reported reduced weekday one-way trips by participants from the annual survey, 250 days in a work year, and the average reported commute distance of 27.6 miles

⁶ Based on the calculated number of annual miles reduced, the annual US vehicle fuel economy reported by the US Bureau of Transportation Statistics (22.6 MPG), and the average Bay Area fuel price per gallon reported by MTC in 2010 (\$3.09)

Figure ES-3 Estimated Program Savings and Highlights in 2010

Category	2010 Savings
Program Enrollment at end of program year	4,253
Drive Alone Roundtrips Reduced per Week	3,330
Drive Alone One-Way Trips Reduced per Week	6,660
Drive Alone Roundtrips Reduced per Weekday	666
Drive Alone One-Way Trips Reduced per Weekday	1,332
Total drive-alone roundtrips reduced per Year	173,160
Total drive-alone one-way trips reduced per Year	346,320
Guaranteed Ride Home rides taken in 2010	55
Average commute distance of GRH participants in 2010	27.6
Average miles saved per workday	36,763
Annual miles saved per work year (250 days)	9,190,800
Average US vehicle fuel economy (MPG)	22.6
Average gallons of gas saved per workday	1,626.7
Annual gallons of gas saved per work year (250 days)	406,670
Average gas price in 2010	\$3.09
Average dollars not spent on gas per workday	\$5,027
Annual dollars not spent on gas per work year (250 days)	\$1,256,626

PROGRAM UPDATE AND RECOMMENDATIONS

The Alameda County Transportation Commission (CTC), formerly including Alameda County CMA Guaranteed Ride Home Program, has been successful in bringing about a modal shift from driving alone to alternative transportation modes. Data from this year's participant survey indicate that the program is continuing to reduce the number of drive-alone trips made within the county by eliminating one of the significant barriers to alternative mode use – namely, the fear of being unable to return home in the event of an emergency.

Summary of 2010 Evaluation Report Recommendations

Last year, the CMA Board made recommendations (shown in Figure ES-3) for the 2010 GRH Program. The recommendations for the 2010 GRH Program and their outcomes are presented below. A more detailed description of the 2010 recommendation outcomes is presented in Chapter 6.

Figure ES-4 Summary of 2010 Evaluation Report Recommendations

Recommendation	Outcome/Status
1. Continue operations and marketing, including maintaining website and conducting employee and employer surveys	GRH staff continually markets the program and updates the website. The employee and employer surveys for the 2010 program evaluation were completed in March 2011. Results are included in Chapters 4 and 5 of this report.
2. Continue monitoring and marketing the 50+ mile car rental requirement	GRH staff continued monitoring and marketing the requirement to take non-emergency rides greater than 50 miles with rental cars. Marketing was focused on informing new employers and employees about the requirement. This included continuing to telephone and e-mail participants who use the program and live over 50 miles from their workplace to remind them of the program requirement and attach reminders to all vouchers about the requirement. In 2010, 17 of the 55 trips taken were by rental car. This represents 31% of all trips taken in 2010. Both the employee and the employer surveys included information and questions about the rental car requirement. As a result of these efforts, rental car requirement awareness among employer representatives increased from 49% in 2007, to 69% in 2008, to 72% in 2009, to 79% in 2010.

Recommendation	Outcome/Status
3. Continue to focus on registering businesses in South and Central Alameda County.	By working with Chambers of Commerce, business associations and city staff in South and Central County cities, the GRH Program attempted to increase awareness and participation in these areas. GRH staff conducted targeted outreach to several cities and businesses that fall in this area. The Program Administrator worked with the City of San Leandro Office of Business Development to contact all businesses near the Links Shuttle route. Every employer was sent a personalized letter and GRH brochure to encourage them to enroll in the program. Since the mailing, several new employers in San Leandro have signed up for the GRH program in 2011, which will be shown in the 2011 report. GRH staff also established a point of contact in cities that are currently not enrolled in the program (such as Newark and Union City). Despite the targeted marketing efforts, Union City was the only city in South or Central Alameda County to increase GRH enrollment in 2010. Registered businesses in Union City increased from two to three in 2010 (50% increase). Overall, there was a decrease in registered businesses in South and Central Alameda County, likely due to the downturn in the economy. For example, the closing of Nummi resulted in a decrease of 268 employees registered in the program. As described in Chapter 3, South and Central County are more suburban than other parts of Alameda County and most businesses have extensive free parking available for employees. Thus it is more challenging to convince businesses in South and Central County to register for the GRH Program.
4. Continue to market the reduced minimum employee per employer requirement.	Based on the results of the comprehensive program evaluation (Eisen/Letunic, 2009), which found that the GRH Program was the only one of 12 nationwide programs that had a minimum number of employees per employer requirement, the CMA Board recommended eliminating the employer size requirement and opening the program to any employer in the county, regardless of size. In 2010, 20 out of the 31 new employers who registered had 75 or fewer employees. In 2009, 6 out of the 12 new employers who registered had fewer than 75 employees. With increased marketing efforts in 2010, the number of new employers, especially smaller employers, grew substantially. As with most programmatic changes, even with marketing, there is often a lag time between initiating a new program change and its increased use. GRH staff worked with Chambers of Commerce and created press releases to advertise the change in the program and continue to form partnerships with business associations throughout the county to more effectively market the program to all employers regardless of size. The GRH website was also updated to reflect this programmatic change.

Recommendation	Outcome/Status
5. Implement new program-wide marketing strategies.	To help increase countywide awareness about the GRH Program, GRH staff developed a Marketing Plan in 2010 that had three focus areas: Companies, Communities and Creative Outlets (see Appendix B). As part of this initiative, staff reached out to various businesses (identified through the East Bay Economic Development Alliance), various Alameda County city staff, as well as other advocacy and non-profit groups that are supportive of alternative modes of transportation. GRH staff reached out to Chambers of Commerce in Alameda County cities and requested to have our marketing text added to their e-blasts. Some of the various chambers produce print newsletters. After investigating the cost-effectiveness of print media ads, it was decided that GRH would not pursue print ads at this time. In addition, staff reached out to several departments of education as a way to reach out to educational staff in Alameda County schools and higher education institutions. With regard to other creative marketing efforts, GRH has ramped up its efforts for co-marketing with other agencies and groups with similar missions and goals. GRH staff has had correspondence with individuals from AC Transit and Alameda CTC. Co-marketing efforts not only expand the reach of GRH marketing efforts in a cost-effective manner, it helps present GRH as a complimentary service to alternative modes of transportation. In addition to these activities, GRH staff attended several marketing fairs and promoted GRH's mission to numerous individuals in the cities of Berkeley, San Leandro, Emeryville, Oakland and Pleasanton.
6. Create a new GRH database with information stored on-line instead of in Access Database.	This recommendation was made to help reduce the administrative time associated with running the GRH Program and to make it easier for employers and employees to enroll in the program. In 2010 the database was updated to interface the online registration form with an online database. Once an employee or employer fills out the registration form online, it is automatically entered into the GRH database in real time – eliminating the need for GRH staff to re-enter the same information. This change not only saves staff time, but it also allowed new registrants to be enrolled in the system more easily and efficiently. An automatic e-mail is sent to each new applicant when they register, directing them to the liability waiver form. Time saved from data entry can then be spent on marketing and customer service. The database update was completed in two phases. The first phase of the update allowed the database to be synced up with the website and also included e-mail authentication and an electronic signature for the liability waiver. This facilitates the ease of registration and reduces paper waste. The second phase of the project allowed online registration for employers, similar to the new employee registration. Employers can also log-in and access a list of the employees from their company who are enrolled in the GRH program. This allows the employer representative the ability to update employee contact information and indicate which employees have left the company. It also provides valuable information to employers about the commute behavior of their employees.

Recommendation	Outcome/Status
7. Continue to investigate implementing a regional GRH Program with MTC and all nine counties in the region.	In 2009 and 2010, the CMA Board recommended that the CMA work with MTC to investigate initiating a regionwide GRH program. This has the potential of reducing total indirect costs--such as administration, marketing and overhead--across the merged programs. CMA staff presented this concept to MTC and the Bay Area counties at the Regional Rideshare Committee in 2009 to discuss the regions' interest in this option. At that time, the counties were receptive to the concept of joint efficiencies while expressing concerns about how this could be accomplished while maintaining the current, well established programs with their different eligibility requirements and funding. As part of the current update to the Countywide Transportation Plan, Alameda CTC is reviewing options to enhance our Transportation Demand Management (TDM) program to be responsive to Climate Action legislation (SB 375 and AB 32). The Countywide Transportation Plan will be adopted in 2012 with a draft available fall 2011. The updated Plan will include a range of TDM alternatives, including Alameda CTC's current GRH Program and bicycle and pedestrian programs, and other TDM options that could be undertaken at a countywide or regional level. The Board will review these options as part of the Countywide Transportation Plan.
8. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive TDM Program.	Unlike other GRH programs throughout the Bay Area and the U.S., the CMA GRH Program was the only one that does not include other transportation demand management (TDM) programs. However, since merging with ACTIA as Alameda CTC, the new agency also has bicycle and pedestrian TDM programs and has been co-marketing them with the GRH program. Including the GRH program as part of an even more comprehensive TDM program would result in further economies of scale for marketing and administration. As part of the Climate Action efforts the CMA is pursuing to address greenhouse gas emissions requirements through AB 32 and SB 375,) the CMA is including a range of TDM alternatives in the update of the Countywide Transportation Plan (see above). The GRH Program, whether in Alameda County or regionwide, is being considered as part of these efforts. Additional TDM measures to be considered could include: ridematching, financial incentives for carpooling and vanpooling, discounted transit passes, personalized transit itineraries, subsidized bicycle parking racks and lockers, bicycle commuting maps and promotions and other marketing strategies.

Recommendation	Outcome/Status
9. Investigate alternative funding sources for the GRH Program.	The GRH program has been funded by the Air District TFCA funds since 1998. To diversify program funding and address the CMA Board's concerns about having employers contribute towards the cost of the program to reduce congestion and air emissions, the CMA Board recommended investigating methods of introducing employer contributions into the program. For the past two years, as part of the GRH annual employer survey, employers were asked if their company would be willing to pay if the GRH program were part of a countywide TDM program. In 2010, 35% of employers stated that their participation would either be "very likely" or "likely" to continue if they contributed towards the program. This is a five percent increase in willingness to pay from the previous year, when 30% stated that their participation would either be "very likely" or "likely." Although this is an increase, the majority of employers would still not be willing to pay for the GRH program now, even if it were part of a countywide TDM program. This response may be attributed to the timing coinciding with layoffs and a downturn in the economy. The update to the Countywide Transportation Plan, which is in process, includes sections on alternative financing and on TDM alternatives. The Alameda CTC will be reviewing the draft Plan update fall 2011 and the final in 2012.

2011 RECOMMENDATIONS

Based on the results of this evaluation report and the comprehensive program evaluation completed in February 2009 (Eisen/Letunic), Alameda CTC staff recommends the following course of action for 2011:

Recommendations for 2011

- 1. Continue operations and marketing, including maintaining website, monitoring car rental requirement, and conducting employee and employer surveys.**

Operations of the GRH program should continue in 2011 including database maintenance, general marketing, monitoring the car rental requirement, and maintaining the website. GRH staff should continue monitoring and marketing the requirement to take non-emergency rides greater than 50 miles with rental cars. Marketing should be focused on informing new employers and employees about the requirement. This effort should include continuing to telephone and e-mail participants who used the program for non-emergency rides and live over 50 miles from their workplace to remind the participant of the program requirement and attach reminders to all vouchers about the requirement.

Employee and employer surveys should be completed annually as part of the annual program evaluation report. The surveys for the 2011 evaluation should be scheduled for late January/early February 2012.

2. Continue to market the countywide employer eligibility.

In February 2009, the CMA Board recommended eliminating the employer size requirement and opening the program to any employer in the county, regardless of size. The recommendation was based on the results of the comprehensive program evaluation which found that of 12 GRH programs nationwide, only the Alameda County GRH program had a minimum number of employees per employer requirement. Eliminating the minimum number of employees per employer requirement enabled 20 new businesses to register in the GRH Program in 2010. Since this change was introduced in 2009, it is necessary to continue to increase program awareness among smaller businesses in Alameda County in order to further encourage mode shifts from driving alone to alternative forms of transportation.

3. Implement new program-wide marketing strategies, including co-marketing and social media marketing.

GRH staff should continue to work with Chambers of Commerce and create press releases to advertise the program to all employers in Alameda County and continue to form partnerships with TMAs and business associations to more effectively market the program to all employers regardless of size or location. In addition to partnership and press releases, new marketing strategies such as co-marketing and social media marketing, can be used to reach out to new potential employers throughout Alameda County.

A co-marketing strategy can be used to work with other agencies and groups who have similar missions and goals, such as AC Transit and Alameda CTC bicycle and pedestrian program. Co-marketing efforts will not only expand the reach of GRH marketing efforts in a cost-effective manner, it will help present GRH as a complimentary service to alternative modes of transportation, which is very effective in offering a packing of alternative modes of travel. Co-marketing involves co-promoting organizational missions at marketing events and in press releases.

A second strategy is to use social media tools to help the GRH Program stay in touch with businesses and reach out to new users. Social media tools, such as Facebook and Twitter, are commonly used by other programs and services in Alameda County, including Safe Routes to School Alameda County, Oakland Broadway Shuttle, BART, and Alameda Harbor Bay Ferry. In addition, many large and small employers use social media to make announcements to their employees and to announce community events, such as Transportation and Health Fairs. Social media tools would help marketing and co-marketing efforts become more effective, allowing GRH to promote events in Alameda County and stay in communication with major employers and other program partners.

4. Rebrand the GRH Logo and Website to be consistent with the Alameda CTC.

The Alameda CTC was formed in 2010 as a result of a merger of the Alameda County Congestion Management Agency (ACCMMA) and the Alameda County Transportation Improvement Authority (ACTIA). The GRH Program was previously administered by the Alameda County CMA. All of the printed program materials, logo, and website contain the words “Alameda County CMA Guaranteed Ride Home.” Since all program materials have to be updated to reflect the new organizational change, it is recommended that GRH rebrand the logo and website to be more consistent with the look and feel of Alameda CTC website. A consistent look and feel will better integrate the GRH Program with Alameda CTC and will show users that GRH is part of a larger countywide transportation agency.

5. Promote the GRH Program to School Districts by working with Alameda County Safe Routes to School (SR2S) Program.

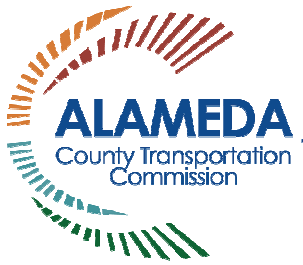
The Alameda County Safe Routes to Schools (SR2S) provider, TransForm, has worked with over 150 schools in the county and has recently started to promote SchoolPool (a 511.org resource) to local schools. The GRH Program compliments these programs and can be used to encourage teachers and staff to use alternative forms of transportation to commute to work (transit, carpool, vanpool, bike, or walk). In 2011, efforts should be made to coordinate outreach activities to promote awareness of the GRH Program to teachers and staff through the SR2S Program. Since Transform has already established contacts in schools throughout the county, GRH Staff can work with Transform to contact an employer representative for each school.

6. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive TDM Program as part of the Alameda Countywide Transportation Plan Update.

Including the GRH program as part of a comprehensive TDM program would result in economies of scale for marketing and administration. A comprehensive TDM package that includes the GRH program is being included in the update of the Countywide Transportation Plan. These efforts are part of Alameda CTC's goals to contribute towards reducing greenhouse gas emissions in compliance with state legislation (AB 32 and SB 375).

The GRH Program, whether in Alameda County or regionwide, is being considered part of these efforts. TDM measures could include: ridematching, financial incentives for carpooling and vanpooling, discounted transit passes, personalized transit itineraries, subsidized bicycle parking racks and lockers, bicycle commuting maps and promotions and other marketing strategies.

Continuation of this discussion is timely and coincides with the upcoming updates of the Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP). To inform the CWTP, CTC is updating the Countywide Transportation Plan with a discussion of a range of Transportation Demand Management (TDM) alternatives, including the GRH Program, which could be undertaken at a countywide or regional level.



Memorandum

DATE: April 29, 2011

TO: Planning, Policy and Legislation Committee

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

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

Recommendations

It is requested that the Commission:

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

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

Summary

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

Discussion**Call for Project Process**

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

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

Public Outreach

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

Program and Project Screening

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

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

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

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

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

Screening Outcomes

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

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

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

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

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

Schedule and Next Steps

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

Fiscal Impact

None.

Attachments

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

Table 1: DRAFT Programmatic Category Estimates
ALAMEDA COUNTY

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

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County

* Specific suggestions from members of the public through Outreach Activities

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

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
*** Specific suggestions from members of the public through Outreach Activities**

<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
16 City of Albany	Key Route Boulevard	1		Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress
17 City of Albany	Pierce Street Bicycle Bikeway*	1		Included in the update to the bike plan currently in progress
18 City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1		In the San Pablo Streetscape Plan and included in the update to the pedestrian plan currently in progress
19 City of Albany	Solano Avenue pavement resurfacing and beautification	1		Included in the Solano Avenue Plan and included in the update to the pedestrian Master plan currently in progress
20 City of Albany	Washington Avenue @ San Pablo	1		bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress
21 City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	240197	Implement Berkeley Pedestrian Master Plan, adopted 6/10. The Plan includes well developed conceptual plans, which include Safe Routes to Schools, and Safe Route to Transit elements.
22 City of Berkeley	Berkeley Bicycle Plan implementation, including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements)	1	240206	Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements
23 City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	This project includes the design and construction of a bike-ped bridge over the I-80 Freeway at the location of the Ashby-Shellmound Interchange. Approaches to the crossover structure will connect to 65th Street on the east approach and to Frontage Road on the west approach.
24 City of Emeryville	Emeryville Greenway (Bicycle/Pedestrian Expansion)	1	240201	Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way).
25 City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	Improvement of pedestrian and bicycle connection to Central Park between Fremont Blvd and Paseo Padre Parkway, including re-alignment of flood control channel, pedestrian path, landscape, curb, and a bridge connection to Central Park.
26 City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	240262	Install a 5' wide walkway between Mission Blvd and Niles Blvd on the eastbound side Sullivan Underpass under the UPRR bridge. Reconfigure the intersections of Sullivan Underpass at Mission and Niles and install a new traffic signal at Mission.
27 City of Fremont	Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA	3	240287	Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
28 City of Fremont	Rails to Trails Fremont UPRR/BART Corridor Trail	3	240291	Construct a new bicycle and pedestrian trail within UPRR/BART Corridor right of way from Niles area (UPRR/Clarke Drive junction) in north Fremont to Fremont/Milpitas City limits in the south.
29 City of Hayward	Bike-Pedestrian Enhancements*	2	240016	• C Street – Grand to Filbert – narrow, increase sidewalk, construct median • C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane • Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane • Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area. • Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
*** Specific suggestions from members of the public through Outreach Activities**

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

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
44 ACE	Locomotive rehabilitation (6 locomotives, mid-life)		240307	Mid-life Overhaul of six (6) Locomotives
45 ACE	Rail Car Rehabilitation (28 pax rail cars, mid-life)		240308	Mid-life overhaul of twenty-eight (28) passenger rail cars
46 ACE	Capital Spares, Minor Locomotive & Rail Car Rehabilitation		240310	Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives.
47 ACE?	Annual Preventive Maintenance costs for rail cars and locomotives.		240311	Annual Preventive Maintenance costs for rail cars and locomotives.
City of 48 Emeryville	Transit Station Rehabilitation	1	240247	Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville.
City of 49 Emeryville	Transit Vehicle Rehabilitation/Replacement/Retrofit	1	240251	Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles
50 ACE	Interoperable Communications Equipment		240297	This project will provide a scalable, cost-effective IP-based solution for quickly establishing communications between disparate systems in support of emergency response and day-to-day operations. Additional funding is being sought for Fremont and Great America.
2B. Transit Capital Replacement				
51 LAVTA	Transit Vehicle Rehabilitation/Replacement/Retrofit (197veh + 194 veh)	4	94527	LAVTA will need to replace 197 fixed-route vehicles and perform mid-life rehabilitations on 194 vehicles through 2040. This program is intended to provide funding for the Authority's fleet replacement and rehabilitation requirements. Vehicle replacement includes replacing all vehicle components including all ITS, fareboxes, radios, and equipment necessary for safe and efficient fleet operations.
2C. Vehicle Expansion				
52 AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		21154	Purchases rolling stock for enhanced transbay, local, or express services
53 ACE	ACE Vehicles		240314	Purchase of bucket truck for Maintenance Department. Purchase of tow-behind sweeper for Maintenance Department for parking lot and private roadway upkeep. Purchase of two (2) all electric vehicles with sufficient range to travel to and from San Jose with incidental stops at stations and vendors without recharging en-route or using any on-board fuel. Estimated range needed is greater than 200 miles after 10 years of normal battery usage.
54 BART	BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion)		240073	Purchase 225 additional cars to accommodate future increases in ridership.
2D. Safety and Security for Passengers and System (including seismic retrofit)				
55 AC Transit	Safety and security improvements*		230098	This project encompasses a number of capital elements to ensure AC Transit vehicles and facilities are safe and secure for the passengers, including: bus video and facility surveillance system with data storage; mobile communications vehicle; emergency generator systems at operating divisions; Emergency Operations Center Upgrades; Transfer Centers/Stop surveillance program; and "Hardening" upgrades to operating divisions and temporary Transbay terminal.
56 ACE	On-board Security Cameras		240275	On-Board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car.

Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County

* Specific suggestions from members of the public through Outreach Activities

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

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

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

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

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

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In city of 113 Alameda	Implement Bus Stop and Shelter Improvements	1		\$220 per trash can (plus \$36 weekly per trash can for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually per shelter for maintenance) City of Alameda
In city of 114 Alameda	Improve the Pedestrian Experience in Alameda Point	1		\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Releaf; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs
In city of 115 Alameda	Install Pedestrian Street Lights	1		\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing
In city of 116 Alameda	Improve Pedestrian Access between West Alameda and Oakland	1		\$5 million for a pedestrian barge (plus \$2.5 million annually for operation); \$40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube
In city of 117 Alameda	Increase Pedestrian Crossing Visibility and Safety	1		\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island
In city of 118 Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	1		\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes
In city of 119 Alameda	Create More Bicycle Lanes throughout Alameda	1		\$10,000 per linear mile
In city of 120 Alameda	Increase the Bicycle Capacity Onboard Buses	1		\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks
In city of 121 Alameda	Increase Bicycling Options for Youth and Low-Income Residents	1		Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.
In city of 122 Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$7 million, plus an annual cleaning cost of \$50,000
In city of 123 Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
In city of 124 Alameda	Increase Education Regarding Bicycling Routes and Safety	1		\$500 per wayfinding signage; \$10,000 for marketing material production (plus \$5,000 per printing); contributions toward the Cycles of Change annual budget of \$146,000
125 in city of Berkeley	Expansion of Berkeley Paratransit Services Taxi Scrip Program	1		
in S. and W. 126 Berkeley	Bus Stop and Shelter Improvement	1		Shelters/benches at no cost; solar powered lighting \$700 to \$3,000 per stop/shelter; transit info. \$85-\$385 each
in S. and W. 127 Berkeley	Improved Pedestrian Signal Timing	1		No cost, city staff can implement at no extra cost
in S. and W. 128 Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		South and West Berkeley
in S. and W. 129 Berkeley	Shared Roadway Pavement Markings	1		South and West Berkeley
in S. and W. 130 Berkeley	Improved Pedestrian Lighting	1		\$768,000 to \$1,024,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Note - * indicates project identified in Outreach

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

Note - * indicates project identified in Outreach

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

Note - * indicates project identified in Outreach

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

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)	
	City of Fremont/ BART	Irvington BART Station*	Construct a new BART station in Irvington Area PDA in Fremont	Intercity rail	3	123.0	0.0	0.0	123.0	
96			Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Freeway	4	\$64.2	0	0	64.2	
97	Caltrans	I-580 Eastbound Truck Climbing Lane								
SUB TOTAL							\$8,246.1	\$764.9	\$4,788.4	\$2,098.7

Note - * indicates project identified in Outreach

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

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

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

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

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.



Memorandum

DATE: April 26, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information**

Recommendation

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

May 2011 Update:

This report focuses on the month of May 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC/Alameda CTC Call for Projects and Programs, which is also covered earlier in the Agenda, and the process for moving from the recently released Initial Vision Scenario to the Alternative Scenarios that are scheduled to be released by ABAG in July.

1) MTC/ Alameda CTC Call for Projects and Programs

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications were due to Alameda CTC by **April 12, 2011**. Approximately 300 project and program applications were received by the due date. These projects and programs were screened and a preliminary tiered list of CWTP and RTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP was due to MTC by **April 29, 2011**. The CWTP-TEP Steering Committee reviewed the draft list at its meeting on April 28, 2011 and recommended that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. The draft list is being considered by the Planning, Policy and Legislation Committee under a separate agenda item.

2) Release of Initial Vision Scenario and Development of Detailed Scenarios

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals. The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG, is being scheduled on **May 19** in Berkeley. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled on **May 14, 2011** from 9 a.m. to 12:30 p.m. at the Sunol Golf Course.

3) RTP/SCS Work Element Proposals and

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecasts;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April. Staff will provide a status update at the meeting; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.

4) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011 No June Meeting
CWTP-TEP Technical Advisory	2 nd Thursday of the month, 1:30 p.m.	May 12, 2011

Committee	Regular Meeting Date and Time	Next Meeting
Working Group	Location: Alameda CTC	No June Meeting
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	May 5, 2011 No June Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 3, 2011 June 7, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	May 11, 2011 June 8, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	May 26, 2011 June 23, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 May 19, 2011

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: One Bay Area SCS Planning Process

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Summary of Next Quarter Countywide and Regional Planning Activities (May through July)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the May to July time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Approving a list of projects and programs in response to the Call for Projects by MTC that will be further evaluated for the CWTP and the RTP;
- Identifying and evaluating transportation investment packages against a Modified Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections; and
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network.

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

Calendar Year 2011

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

Calendar Year 2012

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

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

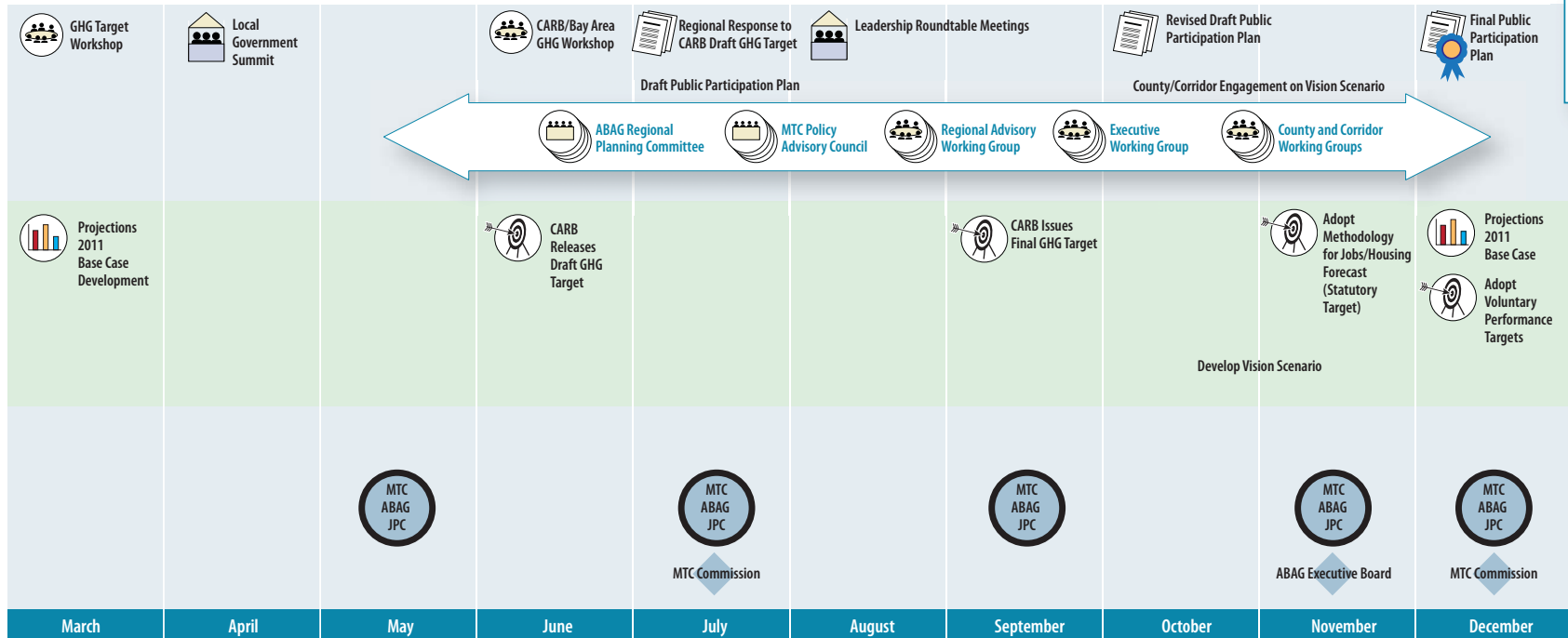
Phase 1: Performance Targets and Vision Scenario

OneBayArea

Local Government and
Public Engagement

Milestones

Policy Board
Action



Phase One Decisions:

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

*Subject to change

**Policy Board
Actions**

Meeting for Discussion/
Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment



Decision



Document Release

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

October 2010

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

Phase Two Decisions:

- Vision Scenarios
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

Scenario Planning

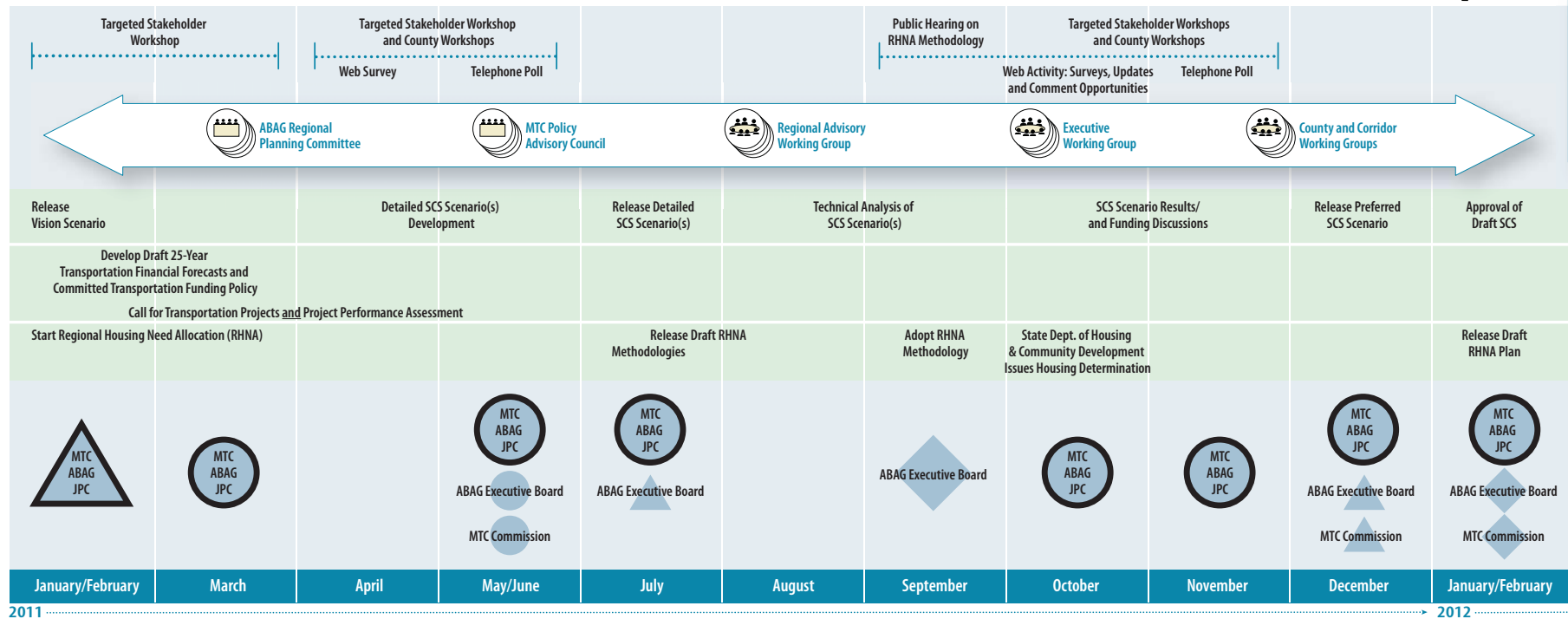
Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Local Government and Public Engagement

Milestones

Policy Board Action



Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

OneBayArea

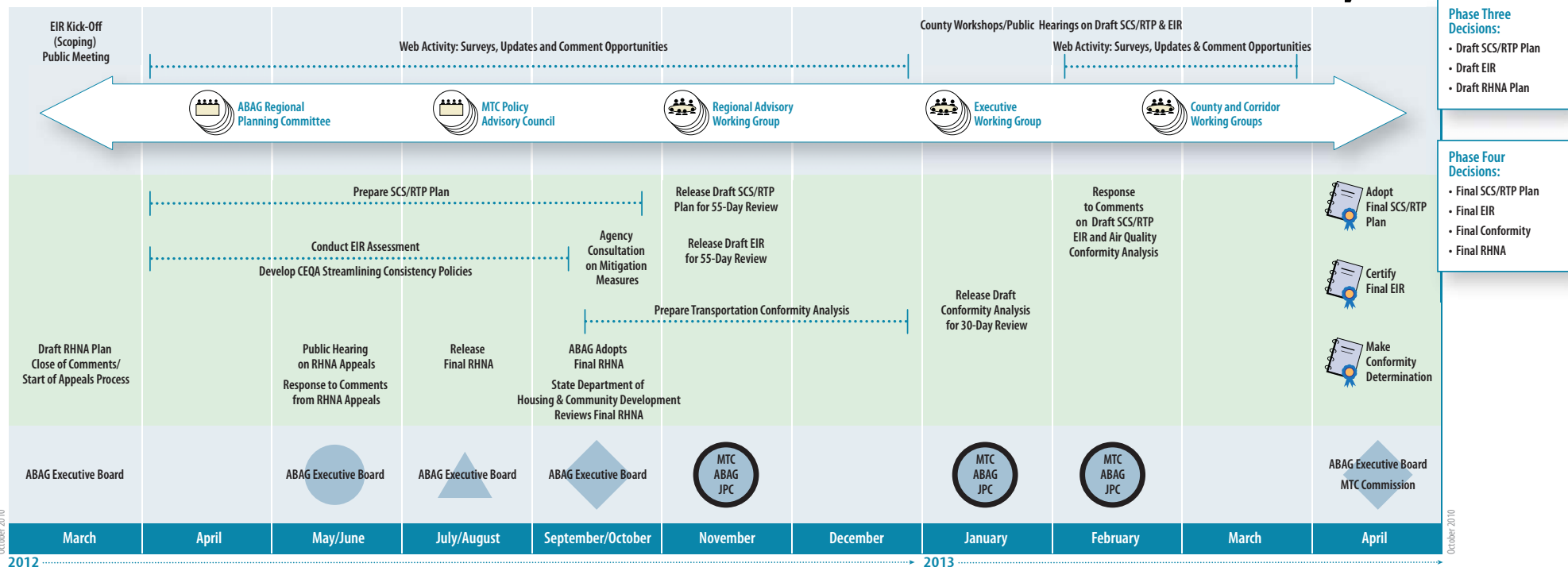
Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

Local Government and Public Engagement

Milestones

Policy Board Action



Phase Three Decisions:

- Draft SCS/RTP Plan
- Draft EIR
- Draft RHNA Plan

Phase Four Decisions:

- Final SCS/RTP Plan
- Final EIR
- Final Conformity
- Final RHNA

*Subject to change

Policy Board Actions

Meeting for Discussion/
Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment



Decision



Document Release

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

Community Design & Transportation (CDT)



Program Overview

Presentation to the

Alameda County Transportation Commission

Chris Augenstein, AICP

Valley Transportation Authority (VTA)

Origin?

- Board interest
- Strategic Plan Goal – *Integrate Transportation & Land Use*
- Congestion Management Agency responsibilities
- Member Agency interest and request for assistance

CDT Program Development

- Local Ownership
- Working Groups
- Working Committee
- Workshops and Design Charrettes
- Specialists
- Link with elected officials - *Champion*

Local Support

- Board and local government champions
- Tailored presentations to all Member Agencies
- 18-month process
- Local Endorsements - Council / Board actions
- Support a wide range of commitments
- Cores, Corridors and Station Areas framework

VTA's Cores Corridors & Station Areas

- Local Core
- County Core
- Regional Core
- Corridors
- Study Corridors
- Countyline
- Caltrain/ACE/Station
- Potential SVRT/Station
- Light Rail/Station

South County

Page 107

CDT - Key Concepts

- Place-making
- Choice
- Access by Proximity
- Interconnection



Building *Synergy* based on Long-range *Vision* &
Incremental implementation

Toolkits

A Manual of
Best Practices
for Integrating
Transportation
and Land Use



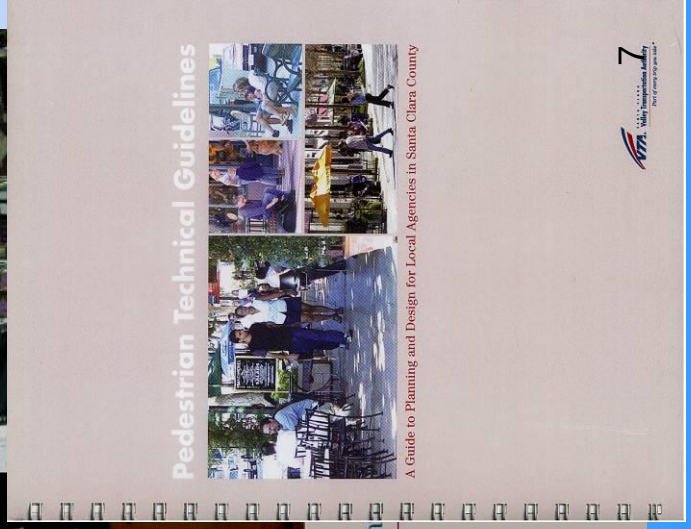
Pedestrian
Technical
Guidelines



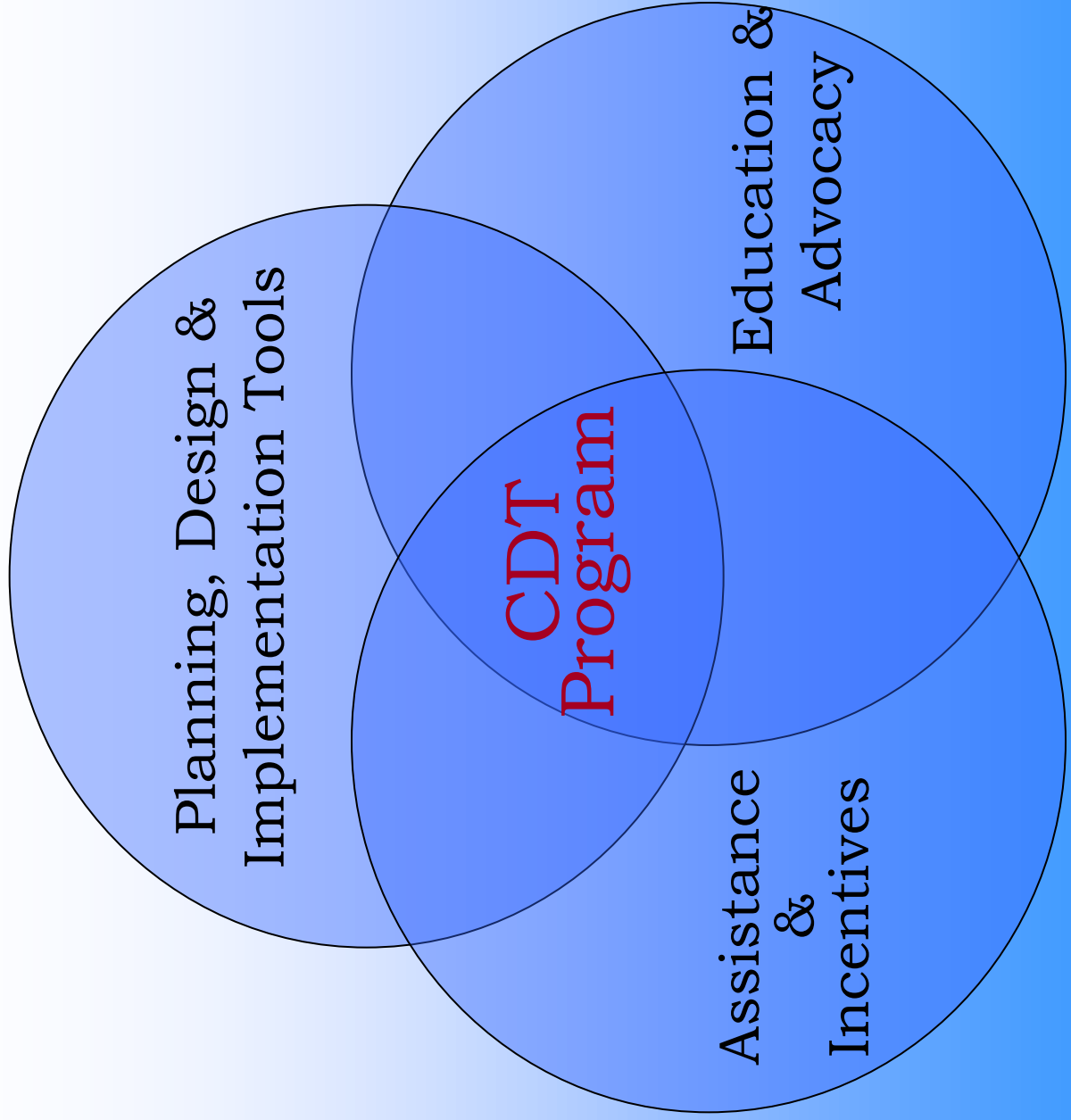
Bicycle
Technical
Guidelines



Bicycle
Technical
Guidelines



CDT Program Structure



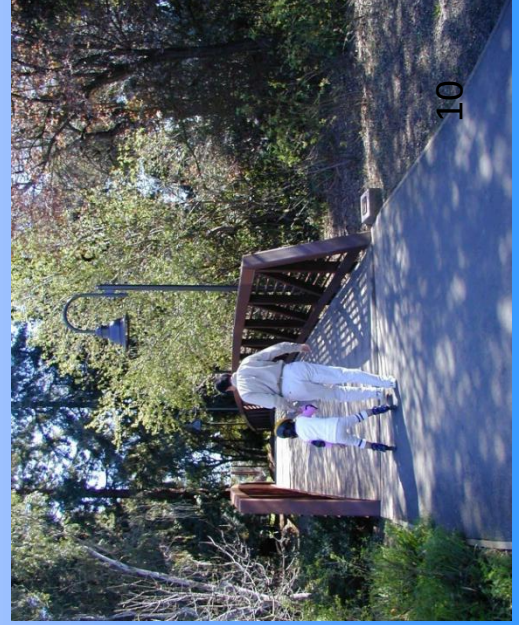
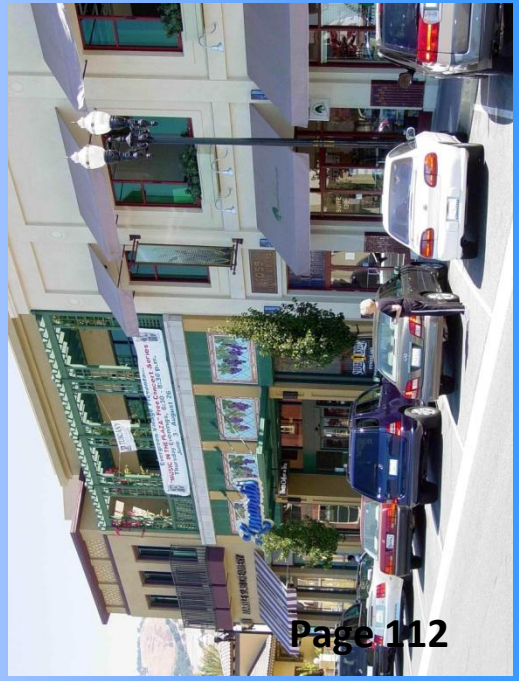
CMA Initiatives

- CMP Program
 - CDT Program
 - Planning
 - Design and Construction
 - Member Agencies / Advocacy
 - Grant funds
 - ProActive CMP
 - Annual Monitoring Program
 - CMP Guidelines (TIA, etc.)
 - Deficiency Plans



THANK YOU

Questions?



Automobile Trips Generated

Transportation Impact Measure and Mitigation Program



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Alameda CTC TAC

May 3, 2011

Alternative to LOS for environmental impact measurement

- **San Francisco Transportation Authority requested study of alternative CEQA transportation measure in 2003**
- **Study and recommendations adopted in 2007**
 - ▶ **Inter-departmental technical team**
 - ▶ **Discontinue use of LOS as CEQA threshold**
 - ▶ **Measure transportation impacts based on automobile trips generated by a project (ATG)**
 - ▶ **More effective mitigation via fee program**
- **Current task: Nexus Study for fee program**
 - ▶ **SF seeks to rationalize, streamline fee structure**



Why ATG instead of LOS?

● Why not LOS?

- ▶ Reflects social effects, not environmental effects
- ▶ Contradicts Transit First policy in the city charter
- ▶ Streamline costs, reduce delays for sponsors and reduce administrative burden on staff

● Why ATG?

- ▶ Vehicle trips are related to environmental effects
- ▶ Consistent with city policy
- ▶ Simpler to estimate
- ▶ More transparent for sponsors and the City



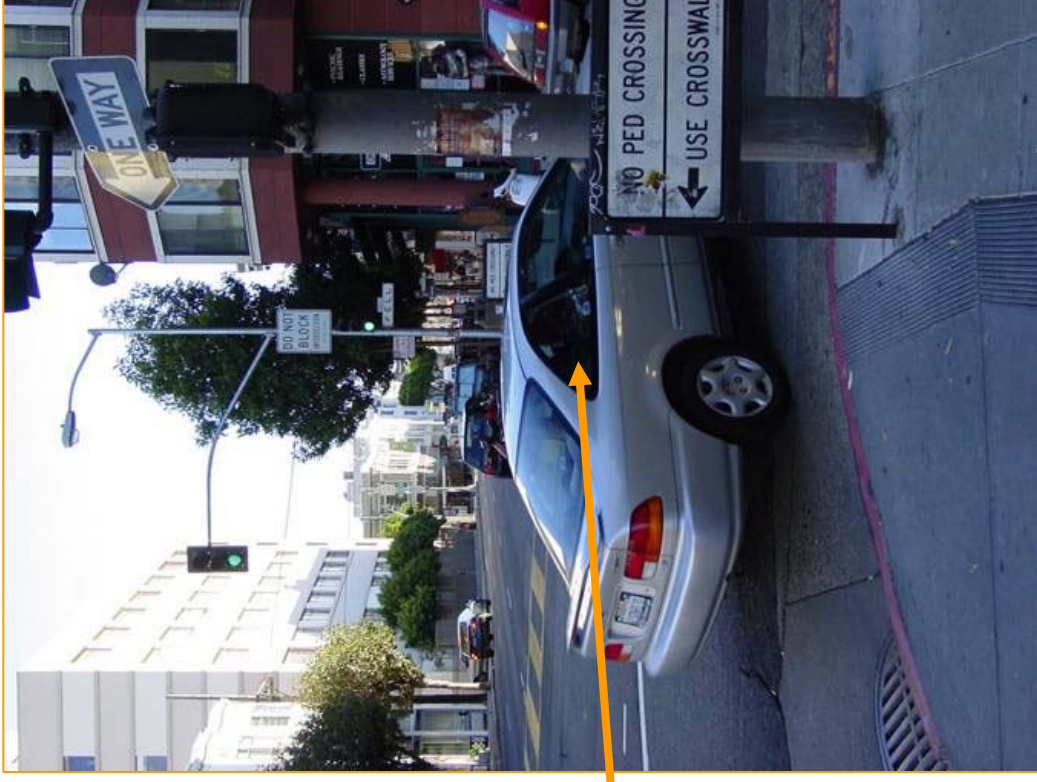
Auto LOS impacts LOS for other modes

Providing a pedestrian crossing here would increase delays for right-turning drivers, potentially triggering significant LOS impacts...

Mitigating automobile delays negatively impacts pedestrian LOS.

CEQA requires the identification and consideration of feasible mitigations such as:

- roadway widenings
- parking tow-away lanes
- signal timing changes to benefit cars



ATG measure and mitigation approach

- One or more net new Automobile trips generated (ATGs) is an impact
- Projects that do not generate new ATG have no impact
- Complementary mitigation fee program
 - ▶ Intended to reduce costs / time for sponsors and the city
 - ▶ Sponsor may mitigate ATG impact through per-ATG fee payment
 - ▶ Fee revenues support projects that reduce driving
- LOS would still be used as a planning and design tool in the planning process (upstream from EIR)

Revised CEQA Guidelines support ATG

- Effective March 2010 in response to SB 97
- Removes references to vehicle “volume to capacity” and “congestion at intersections” from Checklist
- Explicitly allows use of local performance measures in determining transportation impact
- Strikes reference to parking capacity from Checklist

Until the program is in place...

- Example: Van Ness Avenue BRT CEQA analysis
 - ▶ Travel demand forecasting reflects mode shift
- Report transportation impacts based on existing LOS measure
- Parking analyzed, but not a CEQA impact in SF
 - ▶ A social effect
- Traditional automobile-delay mitigations to LOS impacts identified but noted as unlikely to be adopted
- Cite comprehensive planning efforts to address area-wide traffic growth



Current and Next Steps

- **Transportation Nexus Study**
 - ▶ Sets ATMF Fee and establishes Nexus to environmental/system performance
- **Coordination with a broad array of interested jurisdictions and stakeholders**
- **Environmental review/Legislation**
 - ▶ EIR anticipated in Fall/Winter 2011-2012
 - ▶ Planning and Admin code revisions to change Measure
 - ▶ Ordinance for Fee

Thank you!

www.sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Memorandum

DATE: May 2, 2011
TO: Planning, Policy and Legislation Committee
FROM: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: Actions related to the State budget include Senate hearings outside the capitol on the potential effects of an all cuts budget, as well as the Governor continuing to advance his agenda with visits throughout the State. The May revise is scheduled for May 16th and will provide a post April tax deadline look into the financial state of the State.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget and other actions occurring in the State.

State Bills: Staff is evaluating bills and recommends the noted positions on the following state bills related to Caltrans.

AB 1134 (Bonilla). Department of Transportation. Project Study Reports (PSR). This bill would authorize the preparation of project study reports (also known as Project Initiation Documents) for any projects on the state highway systems, not only capacity increasing projects per current law. It requires that specific project-related factors that are necessary to form a sound basis for committing state funds for implementation be developed through revised state guidelines on the preparation of PSRs. The bill requires Caltrans to cover the costs for reviewing state highway projects included in adopted regional transportation plans and voter-approved sales tax measures and expenditure plans. If projects are not included in the aforementioned plans, entities other than Caltrans that want to develop PSRs would be responsible for reimbursing Caltrans for their review. The Self-Help Counties Coalition is the bill's sponsor and aims to streamline and create uniform statewide standards for the development, review, approvals and payment of PSRs. The adopted Alameda CTC legislative program states, "support legislation that improves the ability to deliver Alameda CTC projects

and programs in a timely and cost-effective manner” Therefore, staff recommends a **SUPPORT** position on this bill.

AB 892 (Carter). Department of Transportation: environmental review process: federal pilot program. This Caltrans-sponsored bill extends a pilot program, authorized under the current federal surface transportation bill, Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which delegates NEPA evaluations and approvals to a limited number of states. The SAFETEA-LU pilot program contains two elements: delegation of Categorical Exclusions and full NEPA documents. The CE Assignment program allows states to determine if a project qualifies for a CE – typically these are projects with minor environmental impacts – and three out of five eligible states have entered into agreements with the Federal Highway Administration to assume these responsibilities, including California. The second delegates full evaluation and approval authority for the National Environmental Protection Act, known as the NEPA Delegation Pilot Program (Pilot Program). California is the only state that assumed this authority in the country. This bill would extend the NEPA delegation and eliminate the CE Assignment sunset dates through the anticipated duration of the next surface transportation bill. The Alameda CTC legislative program includes language to “support legislation that improves environmental streamlining, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate environmental protection and mitigation.” Therefore, staff recommends a **SUPPORT** position on this bill.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda.

Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill, which will be heard in the Assembly Revenue and Taxation Committee on May 2, 2011. Staff will provide an update on the progress of this bill at the meeting.

Federal Update

FY2012 Budget: President Obama released his proposed FY 2012 budget on February 14th, which outlined the Administration’s priorities for the coming year as well as the Administration’s reauthorization proposal. With the completion of FY 2011 budget approvals, which resulted in almost \$40 Billion in cuts, attention is now turning to the FY2012 budget, and expectations are that additional severe cuts and spending limitations will fold into the debate. These discussions will further be bolstered as the United States debt nears the legislated cap limit. Congress has begun discussions on addressing deficit reduction options, which will likely involve combined actions to cut expenditures and increase the cap.

Surface Transportation: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by late spring and early summer. The debates on the bill will also address the

President's proposed \$556 billion, six-year authorization bill, which does not have an identified funding mechanics, but which included doubling the commitment to transit over the prior reauthorization; increased the highway program by 48 percent over current levels; and included funds for high speed and passenger rail systems, sustainable communities and innovative infrastructure funding and planning proposals.

Additional information on recent federal activities can be found in Attachment B.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B: Federal Update

April 29, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

Legislators have returned from their spring recess this week to face the first round of hearing deadlines and more budget hearings in anticipation of the May Budget Revise, which is expected to be released on May 16th. The following are the approaching deadline this month that result in chaotic days in the Capitol. This is capped off with the June 3rd House or Origin deadline, which requires all bills to be out of their first house in order to avoid becoming two-year bills.

- May 6: Last day for policy committees to hear and report fiscal bills introduced in their house.
- May 13: Last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house.
- May 20: Last day for policy committees to meet.
- May 27: Last day for fiscal committees to hear and report to the Floor bills introduced in their house.

Budget: The May Revision is scheduled for release on May 16th and in the meantime the Governor has continued his trek across California to push his agenda. On Thursday last week he was in Santa Clarita and Friday in San Jose. At his presentation in San Jose he requested details from the Republicans about their budget requests, saying that it's time to return to the bargaining table. Senator Dutton quickly released a statement that the Governor has details about their requests – the 53 item list they previously released – and that it's up to him to continue negotiations.

Senate Budget On the Road: This afternoon the Senate Budget Committee will hold its first off-campus hearing on the impacts of an all cuts budgets. Today's hearing will be held at Cal Poly Pomona and will review the impacts an all cuts budget will have on the Inland Empire. The panel discussion includes review of impacts to local law enforcement and counties, K-12 education, and higher education.

Budget Subcommittees Resume: This past week both the Senate Budget Subcommittee #2 on Transportation & Resources, and Assembly Budget Subcommittee #3 on Transportation & Resources held what were predominantly informational hearings. The Senate Sub 2, which is chaired by Senator Joe Simitian, spent most of its time reviewing the High Speed Rail Authority's plans for service between San Jose and the Transbay Terminal, and grilling the Chief Executive Officer, Roelof van Ark, on whether high speed rail could operate within the existing

Caltrain right-of-way along the peninsula segment. Senate Sub 2 will resume its high speed rail review again next week. The discussion grew rather tense at times, particularly when Senator Simitian made his expectations clear that Mr. van Ark is to appear at next week's hearing even though it conflicts with the High Speed Rail Authority's Board meeting. Failure to appear would definitely result in fiscal consequences to the Authority.

Bonds: Another item on both the Senate and Assembly Subcommittee agendas involved the need to sale bonds. As you know, the Governor and Treasurer cancelled the spring bond sale due to the fiscal uncertainty facing the state. This is creating a backlog of funding for a wide range of transportation projects, and mounting pressure for the fall bond sale. At the hearing transportation advocates testified about the critical need for a fall bond sale in order to avoid the added cost of stopping and starting projects. While the fall sale is still scheduled, the lack of a real budget could impact the amount of bonds sold. For perspective, Caltrans has identified Prop 1B funding needs of over \$6.4 billion but has only \$2.3 billion available to address those needs.

PIDs: The only action item of relevance on the Subcommittees' agenda involved the ongoing debate over local reimbursement of Project Initiation Documents (PIDs). Earlier this year both the Senate and Assembly "put over" action on PID funding until the spring budget discussions. This week both the Senate and Assembly Subcommittees agreed to eliminate local reimbursement of PIDs and instead fund this work through the State Highway Account. However, this issue may be revisited at a later date if an agreement is reached on a streamlined reimbursement process for PIDs.

Caltrans Audit: Yesterday, the State Auditor released its findings on Caltrans' Capital Outlay Support Program. The report found that support costs overrun STIP projects on average of \$1.5 million per project, and support cost overruns totaled more than \$305 million of the \$1.4 billion in support costs for projects completed from 2007-08 through 2009-10. In particular, the report criticizes Caltrans's time reporting system that does not prevent employees from charging time to projects they are not assigned to. A copy of the audit report can be found at the State Auditor's website (www.bsa.ca.gov).

While Caltrans generally agrees with the Auditor's recommendations below, Caltrans has raised concerns about studying the use of consultants and the method for tracking where employees are authorized to charge time. In addition, the Auditor urges the Legislature to enact legislation that would require the CTC to review and approve support costs when they differ from the amount budgeted by 10% or more. The Auditor's recommendations include the following:

- Devise and publicize a consistent method for reporting the support-to-capital ratio on its Web site and in other reports to the public. Further, Caltrans should recalculate past support-to-capital ratios using the method devised to allow for comparisons across years.
- Develop goals—and then publicly report on its progress in reaching those goals—for the support-to-capital ratio based on project type, for STIP and the State Highway Operations and Protection Program (SHOPP), and for project size.

- Implement earned value management throughout its districts in a manner similar to the implementation in the Los Angeles district.
- Ensure that its new project management system contains strong controls that ensure employees charge time only to projects and phases to which the employees are assigned.
- Commission an independent study of the costs and benefits of using consultants to address temporary increases in workload and, if the study reveals cost savings, to use consultants.

Washington Friday Report

Volume XIII, Issue 16

April 29, 2011

INSIDE THIS WEEK

- 1 FY12, Debt Strategy, Eminent, CDBG, Energy
- 2 The AG , Oil, Gang of Six, Green Schools
- 2 Western Water, Jobs Accelerator, City Design

An interesting post-Easter week, as Congress gets set to come back next week with talk of the FY12 budget front and center, gas prices beginning to dominate public discussion, the Administration and others staying active on a variety of issues and a couple of important strategy sessions. Here's a sampling and survey for your review

FY12 Is Coming!

The FY11 budget is behind us, and the House has passed its Budget Resolution for FY12 (the Ryan Plan) which means that "mark-ups" of individual appropriations bills could begin as early as next month. Said Appropriations Committee Chairman **Harold Rogers** regarding the frenetic pace of recent action on budget matters, *"All the while that this has been going on, we have been holding those hearings apace...so by the time the budget resolution deadline hits, we will be ready to start marking up."* The Ryan Plan establishes a budget ceiling for the year which appropriators then split among the individual spending bills in each chamber, known as "302(b)s". This year the House will not wait for any agreement with the Senate on ceilings, but will go straight to consideration of individual appropriation bills to try to get back to "regular order", with each appropriation bill considered individually, rather than as an "omnibus" or "Continuing Resolution". Chairman Rogers also said last week: *"My goal is to get the bills through the House by the August recess".* We expect lots of program cuts to be incorporated into those bills. The Budget Resolution says: *"Government spending on domestic departments and agencies has grown too much, too fast over the past decade, with much of the money going to programs and projects the nation can do without...This budget starts to restore spending discipline to a government that badly needs it by returning non-security discretionary spending to below 2008 levels."* Control-click on [House Report on FY12 Budget Resolution](#) to view the details of what sets the stage for FY12 appropriations mark-ups.

Senate Deficit Strategies

The Senate Finance Committee, which will be a major player in any deficit reduction deal (it has jurisdiction over Social Security,

Medicare, Medicaid and taxes) held a hearing earlier this month on deficit reduction options, the first in what is expected to be a series. Chairman **Max Baucus** called for a combination of spending cuts and tax increases, but warned that lawmakers must *"not overshoot deficit reduction targets, harm critical programs or risk economic growth."* The Committee's ranking minority member, **Orrin Hatch** of Utah, made the case for cuts and caps to deal with spending that is *"historically high and growing."* Chairman Baucus will be part of the talks to be led by Vice President **Biden** starting May 5. Control -click on [Baucus Statement](#) and [Hatch Statement](#) to learn more about what they said at the hearing.

Eminent Domain

We had a teleconference this week with Vermont Law School Professor **John Echeverria**, one of the country's leading experts on eminent domain and a staunch supporter of the right of local governments to retain their authority to use it for economic development purposes. Professor Echeverria noted that since the *Kelo* decision, 43 states have added at least some level of restrictions to the use of eminent domain for economic development purposes – thereby eliminating the rationale for federal action. He expects the House to pass the bill but it is almost certain to get bogged down in the Senate. And he says it is not yet clear where the Obama Administration is on this issue. See last week's *Washington Friday Report* for more information on the new push for this restrictive eminent domain bill.

CDBG: Fighting the Next Cuts

In light of the 16 per cent cut in the Community Development Block Grant contained in the FY11 Continuing Resolution, we participated in a strategy meeting on Tuesday with the U.S. Conference of Mayors and other organizations. The consensus among the group was that Congress and the Administration need to be persuaded that CDBG is an important part of the *"social safety net"* in order to keep further cuts from being enacted in the FY12 budget. There was also discussion that face-to-face meetings with House and Senate members will be as important as letters in ensuring that reductions to CDBG is not *"an easy cut"*. We'll keep you updated as CDBG strategy and action as FY12 moves forward.

Energy Fraud Working Group

Attorney General **Eric Holder** several days ago announced the formation of a *Financial Fraud Enforcement Task Force Working Group* to focus specifically on fraud in the energy markets. The Oil and Gas Price Fraud Working Group will

monitor oil and gas markets for potential violations of criminal or civil laws to safeguard against unlawful consumer harm. The working group will include representatives from the Department of Justice, the National Association of Attorneys General, the Commodity Futures Trading Commission, the Federal Trade Commission, the Department of the Treasury, the Federal Reserve Board, the Securities and Exchange Commission, as well as the Departments of Agriculture and Energy. He noted: *"We will be vigilant in monitoring the oil and gas markets for any wrongdoing so that consumers can be confident they are not paying higher prices as a result of illegal activity"*. Control – click on [Energy Fraud Working Group](#) for more information.

The AG Speaks

A busy week for the Attorney General. On Monday he also delivered a speech outlining four key priorities for how the Department will strengthen its work to protect the American people, focusing on (1) Protecting Americans from terrorism; (2) Protecting Americans from violent crime; (3) Protecting Americans from financial fraud; and (4) Protecting the most vulnerable members of our society. He reviewed the actions of DOJ in his two years and four months as Attorney General and made clear there was more work to be done and that he was not going away. Control-click on [Attorney General's Speech](#) to read it in its entirety.

Oil Subsidies

The President has written to House and Senate members urging them to take immediate action to eliminate unwarranted tax breaks for the oil and gas industry, and to use those dollars to invest in clean energy to reduce our dependence on foreign oil. Control-click [President's Letter](#) to review.

Gang of Six

When Congress comes back next week, it is expected that the "Gang of Six" -- a bipartisan group of Senators working on deficit and debt proposals, will reveal the product of their efforts. Although no announcement has yet been officially scheduled, one source noted that the group's talks *"are very, very close,"*. The six senators — **Mark Warner**, D-Va.; **Saxby Chambliss**, R-Ga.; Majority Whip **Richard J. Durbin**, D-Ill.; **Michael D. Crapo**, R-Idaho; Budget Chairman **Kent Conrad**, D-N.D.; and **Tom Coburn**, R-Okla. — have been working to draft legislation based on the 2010 recommendations of the president's fiscal commission, including discretionary spending and entitlement program changes, and elimination of many tax incentives and a broader overhaul of the tax code. *We'll keep you up to date on the work of the "Gang of Six"*

Green Ribbon Schools

The U.S. Department of Education announced Tuesday the creation of the Green Ribbon Schools program to recognize schools that are creating healthy and sustainable learning environments and teaching environmental literacy. The new awards program will be run by the Education Department with the support of the White House Council on Environmental

Quality and the U.S. Environmental Protection Agency. *"Preparing our children to be good environmental citizens is some of the most important work any of us can do,"* U.S. Secretary of Education **Arne Duncan** said at an event announcing the new program. The application for the program will be released later this year, and the first group of "Green Ribbon Schools" announced next year. Control-click on [Green Schools](#) for more information.

Western Water and Climate Change

On Monday, Secretary of the Interior **Ken Salazar** released a report that assesses climate change risks and how these risks could impact water operations, hydropower, flood control, and fish and wildlife in the western United States. He noted *"Water is the lifeblood of our communities, rural and urban economies, and our environment, and small changes in water supplies or the timing of precipitation can have a big impact on all of us"*. Control-click on [Western Water Report](#) for more information.

Jobs Accelerator Grants

The Obama Administration today announced the [Jobs and Innovation Accelerator Challenge](#), an initiative of 16 federal agencies and bureaus to accelerate innovation-fueled job creation and economic prosperity through public-private partnerships. The Jobs and Innovation Accelerator Challenge offers a combination of funding from three agencies and bureaus and technical assistance resources from 13 additional agencies and bureaus to support customized solutions for approximately 20 competitively selected industry clusters in urban and rural regions across the nation and across all sectors. Each Jobs and Innovation Accelerator Challenge investment will serve as a catalyst for leveraging private capital in the regions from an array of sources such as foundations, financial institutions, corporations and other private sector partners. Subject to funding availability, total proposed funding for the Jobs and Innovation Accelerator Challenge is approximately \$33 million in direct federal support from funding agencies. For more information, control-click on [Jobs Accelerator](#).

Summit on City Design

We've been in Chicago the last couple of days at the National Mayors Summit on City design. The Summit is bringing together Mayors, city officials, staff and national experts from all across the country to discuss city design issues. The meeting is both a recognition of the 25 year anniversary of the Mayors Institute on City Design and a tribute to Mayor **Richard Daley**, who has had a stellar set of achievements on in the city design field, such as Millennium Park and leaves office next month after 22 years in City Hall. Control-click on [City Design](#) for more information on the agenda and background information. *We'll have a first hand report for you from the summit next week.*

Please contact Len Simon, Rukia Dahir or Stephanie Carter with any questions.