



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee Meeting Agenda

Thursday, May 26, 2011, 12 to 2 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Mayor Mark Green, Chair
Councilmember Kriss Worthington, Vice Chair
(see back for members)

Meeting Outcomes:

- Receive public comment on final projects and programs lists at public hearing
- Recommend adoption of final lists for submission to MTC to the Alameda CTC
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since the last meeting
- Discuss TEP strategic parameters and financials
- Discuss Regional Transportation Plan (RTP)/CWTP land use
- Discuss Summary of Public Participation Findings, Title VI requirements and next steps
- Receive an update on the Sustainable Communities Strategy (SCS)/ RTP process

PUBLIC HEARING AGENDA

- 12:00 p.m. 1. **Welcome and Call to Order**
- 12:00 – 12:10 2. **Presentation of Final Projects and Programs Lists**
02 Memo on Projects and Programs Lists.pdf – Page 1
02A Response to Comments.pdf – Page 61
02B List of Committed Projects.pdf – Page 81
- 12:10 – 12:30 3. **Public Comment**
- 12:30 p.m. 4. **Close Public Hearing on Final Projects and Programs Lists**

REGULAR MEETING AGENDA

- 12:30 p.m. 1. **Call to Order**
- 12:30 – 12:35 2. **Public Comment**
- 12:35 – 12:40 3. **Approval of April 28, 2011 Minutes**
03 Steering Committee Meeting Minutes 042811.pdf – Page 83

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|---------------|---|---|
| 12:40 – 12:45 | 4. Update on CWTP-TEP Activities Since Last Meeting | I |
| 12:45 – 12:55 | 5. Approval of Projects and Programs Lists
<i>Refer to final projects and programs lists in Agenda Item 2 under Public Hearing. The action under this item is to make a recommendation to the full Alameda CTC Board to adopt the final lists and submit them to MTC for the RTP and to proceed with the final lists for the development of the CWTP-TEP.</i> | A |
| 12:55 – 1:30 | 6. TEP Financials and Strategic Parameters
<u><i>06 TEP Financials Presentation.pdf</i></u> – Page 95
<u><i>06A Memo TEP Strategic Parameters.pdf</i></u> – Page 107
<u><i>06B TEP Strategic Parameters Presentation.pdf</i></u> – Page 115 | I |
| 1:30 – 1:35 | 7. RTP/CWTP Land Use Discussion
<u><i>07 Memo Comments on IVS.pdf</i></u> – Page 123
<u><i>07A Memo CWTP Land Use Scenarios.pdf</i></u> – Page 129 | I |
| 1:35 – 1:45 | 8. Update on Summary of Public Participation Findings, Title VI Requirements and Recommended Next Steps
<u><i>08 Summary of Public Participation Findings Jan-Mar 2011.pdf</i></u> – Page 133
<u><i>08A Memo TitleVI Requirements.pdf</i></u> – Page 311 | I |
| 1:45 – 1:50 | 9. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
<u><i>09 Memo Regional SCS-RTP CWTP-TEP Process.pdf</i></u> – Page 313
<u><i>09A Summary CW Regional Planning Activities.pdf</i></u> – Page 317
<u><i>09B CWTP-TEP-SCS Development Impl Schedule.pdf</i></u> – Page 319
<u><i>09C RTP-SCS Schedule.pdf</i></u> – Page 323
<u><i>09D CWTP-TEP Committee Meetings Schedule.pdf</i></u> – Page 327
<u><i>09E CAWG and TAWG April Minutes.pdf</i></u> – Page 331 | I |
| 1:50 – 1:55 | 10. Member Reports | I |
| 1:55 – 1:58 | 11. Staff Reports | I |
| 1:58 – 2:00 | 12. Other Business | I |
| 2:00 p.m. | 13. Adjournment/Next Meeting:
July 28, 2011, 12 to 2 p.m. at Alameda CTC – No June Meeting | I |

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

Steering Committee Members:**Mark Green, Chair**

Mayor, City of Union City

Kriss Worthington, Vice Chair

Councilmember, City of Berkeley

Ruth Atkin, Councilmember

City of Emeryville

Tom Blalock, Director

BART

Rob Bonata, Vice-Mayor

Alternate, City of Alameda

Luis Freitas, Vice Mayor

Alternate, City of Newark

Scott Haggerty, Supervisor

County of Alameda

Greg Harper, Director

AC Transit

Olden Henson, Councilmember

City of Hayward

Jennifer Hosterman, Mayor

City of Pleasanton

Marshall Kamena, Mayor

City of Livermore

Rebecca Kaplan, Councilmember

City of Oakland

Nate Miley, Supervisor

County of Alameda

Larry Reid, Councilmember

City of Oakland

Tim Sbranti, Mayor

Alternate, City of Dublin

Joyce Starosciak, Councilmember

Alternate, City of San Leandro

Suzanne Chan, Vice Mayor

City of Fremont

Staff Liaisons:Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, tlengyel@alamedactc.orgBeth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

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

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

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

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MEMORANDUM

DATE: May 26, 2011

TO: CWTP-TEP Steering 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 Draft Project and Program Submittal List**

Recommendations

The CWTP-TEP Steering Committee is requested to:

- (1) Hold a public hearing and accept input on the attached draft list of programmatic categories with example projects and programs identified (Tables 1 and 2) and on the list of projects (Table 3);
- (2) Recommend that the Alameda CTC Board approve the attached list of programmatic categories with example projects and programs identified (Tables 1 and 2) and the list of projects (Table 3) as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment; and
- (3) Pending Board approval, direct staff to forward both the programmatic and project final lists to MTC by May 27, 2011.

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 (CWTP) from which a potential Sales Tax Transportation Expenditure Plan (TEP) 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 Steering Committee 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 was approved by the CWTP-TEP Steering Committee at its meeting on April 28, 2011 and staff was directed to forward the draft list to MTC by April 29, 2011 deadline. The Draft list of projects and programs was presented to Alameda CTC committees and advisory groups in May. Modifications were made and are reflected in the attached Tables 1 through 5. 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 draft Outreach Report documenting the results of the Outreach is available on the Alameda CTC website. The input received through the public outreach process was used in developing the attached 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 into 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 and May 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 on-going 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 \$26.8 billion in programs and projects were received as follows: \$9.8 billion in programs, \$7.8 billion in countywide/local projects, and \$9.2 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. The method for accomplishing this will be discussed at the May CAWG, TAWG and Steering Committee meetings.

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. Therefore, for the final RTP submittal due May 27, 2011, the following is recommended:

- For programmatic categories: As stated above, applications received for programmatic projects total \$9.8 billion and represent over 170 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 is 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 88 projects is \$1.8 billion and \$3.8 billion respectively for a total request of \$5.6 billion. It is

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 15 projects, submitted by regional agencies (e.g., BART, AC Transit, ACE, Caltrans), are shown in Table 3 and total \$9.2 billion of which \$2.5 billion 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. Completed.
- 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

Attachments

Attachment A:	Table 1. Programmatic Category Estimate for Alameda County
Attachment B:	Table 2. Final Public Agency Program Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
Attachment C:	Table 3. Final 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: Programmatic Category Estimates Proposed for 2012 CWTP/ RTP

Attachment A

ALAMEDA COUNTY
(\$/Ms)

Program Categories	Historical distribution*	2011 RTP/ CWTP Call for projects - Cost estimate	Current Estimate of need**
1. Bicycle and Pedestrian Program (RT ID# 240381) Includes county- and local-level bike and pedestrian improvements	\$397	\$1,127.6	\$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	\$1,888.2	\$7,700
3. Transit and Paratransit Operations and Education Program (RTP ID# 240383) Includes estimates for operating shortfalls	\$665	\$1,776.0	\$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	\$1,286.2	\$500
5. Local Road Improvements Program (RTP ID# 240386) Overlaps with bike, pedestrian, transit, and PDA program elements	\$423	\$1,154.1	\$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	\$901.2	\$2,800
7. Highway, Freeway, Safety and Non-Capacity Improvements Program (RTP ID# 240388) Based on Caltrans estimate of state highway needs	\$468	\$196.1	\$4,700
8. Bridge Improvements Program (RTP ID# 240389)	\$0	\$286.4	\$300
9. Transportation and Land Use Program (or PDA Program) (RTP ID# 240391)	\$138	\$822.7	\$1,000
10. Planning and Outreach Program (RTP ID# 240392) Includes potential planning studies for other categories, i.e. PDA, freight, TDM, etc	\$16	\$26.9	\$100
11. Transportation Demand Management (TDM) and Parking Management Program (RTP ID# 240393)	\$0	\$93.1	\$500
12. Goods Movement Program (RTP ID# 240394)	\$445	\$146.5	\$500
13. Priority Development Area (PDA) Support - Non-Transportation Program (RTP ID# 240395)	\$0	\$20.0	\$50
14. Environmental Mitigation Program (RTP ID# 240396)	\$0	\$0.0	\$50
15. Transportation Technology and Revenue Enhancement Program (RTP ID# 240397)	\$0	\$75.0	\$300
PROGRAMS SUBTOTALS	\$3,555	\$9,800.0	\$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

5/18/2011 Table 1 Programmatic Category Estimates.xls

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

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if application submitted)	Project Description
1. Alameda Countywide Bicycle and Pedestrian Program - RTP ID # 240381					
1A. Countywide Bike Plan Capital Projects network					
1		Countywide Bicycle Plan implementation	multi		Implementation of projects and programs included in the updated Countywide Bicycle Plan
2		Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)*	multi	240347	Construct new segments and close existing gaps along three major trails within Alameda County: 1) Iron Horse Trail; 2) East Bay Greenway; and 3) Bay Trail. East Bay Greenway project includes acquisition of UPRR Right of Way north of Industrial Parkway in Hayward.
3	City of Berkeley	Bay Trail Extension - Berkeley Marina	1	240207	Complete the Bay Trail Extension to provide an accessible 1.3 mile loop trail for bicycles and pedestrians from the main spine of the Bay Trail at West Frontage Road to the Eastshore State Park, Berkeley Marina, Bay shoreline, and the proposed Berkeley Ferry Terminal.
4	City of Dublin	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements)	4	240292	This project proposes to enhance the Iron Horse Trail located in the City of Dublin by constructing a pedestrian/bicycle bridge overcrossing at Dublin Boulevard
5	City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements)	4	240294	This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin.
6	City of Fremont	Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Mitown in the Central Fremont PDA .
7	City of San Leandro	East Bay Greenway/UPRR Rail to Trail*	2	240322	4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway
8	City of Hayward	Tennyson Road Pedestrian/bike bridge*	2		Tennyson Road Pedestrian/bike bridge from Nuestro Parquecito to South Hayward BART station - Included in Bicycle Master Plan
311	City of Pleasanton	Iron Horse Trail Construction of Ped/ Bicycle bridge over Arroyo Mochó.	4	240170	Phase 2 of the Pleasanton Iron Horse Trail project will provide pedestrian/bicycl bridge or ramp access to southern Zone 7 access road. Access to southern access road will eliminate Iron Horse Trail Crossing of Santa Rita Road by allowing use of undercrossing on the south side of the Arroyo
314	City of Pleasanton	Iron Horse Trail construction in South Pleasanton	4	240194	This project will complete the final leg of the Iron Horse Trail in Pleasanton, from the current terminus at Busch Road to the City Limits at Shadow Cliffs on Stanley Boulevard
9 IB. Countywide Pedestrian Plan Capital Projects network					
10		Countywide Pedestrian Plan implementation	multi		Implementation of projects and programs included in the updated Countywide Pedestrian Plan
11	City of Pleasanton	Pedestrian Gap Closure Projects over 580 and 680 - program	4	240189	580 pedestrian and bicycle Gap Closure project
1C. Local Bike & Pedestrian Plan Implementation					
12		Implementation of Local Bicycle and Pedestrian Plan projects and programs	multi		Implementation of projects and programs included in local bicycle and pedestrian plans
13	Alameda County	Sidewalk Improvements	multi	240107	Sidewalk Projects at various locations in Alameda County unincorporated areas

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

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if application submitted)	Project Description
318	Alameda County	San Lorenzo Creek Trail	2	240049	The San Lorenzo Creek project extends from Mission Boulevard to the Meek Estate. The project includes a multi-use pathway and serves the County growth opportunity area on East 14th / Mission Blvd.
14	City of Alameda	Bike and Ped Infrastructure	1	240191	To provide funding for bicycle and pedestrian networks 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.
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
325	City of Dublin	Alamo Canal Trail under I-580*	4		Construct a trail under I-580 to connect the Alamo Canal Trail north of the freeway with the Pleasanton trail south of the freeway.
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).
319	City of Emeryville	Bicycle/Pedestrian Enhancements	1	240188	This project will complete implementation of the 1998 Bicycle and Pedestrian Plan, including bicycle boulevard stencils, bicycle detection loops/video detection at traffic signals, and installation of signs on most of the network.
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.

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*** Specific suggestions from members of the public through Outreach Activities**

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if application submitted)	Project Description
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. <ul style="list-style-type: none"> • C Street – Grand to Filbert – narrow, increase sidewalk, construct median • C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane • Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane • Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area. • Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson
29	City of Hayward	Bike-Pedestrian Enhancements*	2	240016	
30	City of Livermore	Bicycle/Pedestrian Expansion	4	240255	Implement projects identified in Bike and Ped Master Plan
31	City of Newark	Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation	3	240284	Pedestrian and Bicycle Master Plan Implementation
32	City of Newark	Bike/Ped Expansion: Dumbarton TOD Bay Trail Railroad Overcrossing*	3	240288	Dumbarton TOD Bay Trail Railroad Overcrossing
33	City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	240289	Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing
34	City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	240225	Completion of bicycle and pedestrian projects citywide. Work includes pavement resurfacing, construction of bulbouts, medians, pedestrian refuges, widened sidewalks, installation of new street furniture, streets trees and other enhancements.
35	City of Oakland	Bicycle/Pedestrian Expansion	1	240227	Completion of Bay Trail Projects in Oakland, including Bike/Ped bridge over the Lake Merritt Channel, and bike/ped access around existing bridges over the Oakland Estuary. Also includes bicycle/pedestrian connections to the Bay Trail from existing facilities.
309	City of Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel	4	240173	This project will provide a paved class one trail from Hopyard Road to the eastern Pleasanton City Limit. This will provide a 3.2 mile paved trail between Pleasanton and Livermore Trail connection for both recreational and commute trips
310	City of Pleasanton	Arroyo Mocho Bridge Construction	4	240172	This project will construct a new bridge over the Arroyo Mocho to connect the south Zone 7 access road to the Hacienda Business Park

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 * Specific suggestions from members of the public through Outreach Activities

<u>#</u>	<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
313	City of Pleasanton	Stoneridge Mall Gap Closure	4	240192	Mixed use development is identified around the Stoneridge Mall but significant gaps in the pedestrian pathway exist. This project closes those gaps.
36	City of Union City	Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center	3	230100	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
37	City of Oakland	Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS)*	1		Improve safety along MacArthur Blvd between High Street and Seminary by altering lane widths, installing additional traffic signals, adding bike lanes, a path, and pedestrian crossings; move curb and gutter in sections of the street, relocate utility poles to provide ADA width sidewalks, provide retaining wall in one location.
1D. Bike Support Facilities - Capital & Operations					
38		Bike parking	multi		Includes bike parking, storage and changing facilities, showers
39		Bikesharing	multi		Implementation of bike-share programs
1E. Infrastructure Maintenance					
40		Maintenance of bike and pedestrian facilities	multi		Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure
1F. Education and Promotion Program					
41		Promotion of biking and walking	multi		Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc
42		Bicycle safety	multi		Examples include Street Skills /Road 1 bike classes, and Share the Road campaigns
1G. Crossing Guard Program					
43		Crossing guard program	multi		Support for crossing guard programs
2. Transit Enhancements, Expansion and Safety Program - RTP ID # 240382					
2A. Transit Capital Rehabilitation					
44	ACE	Locomotive rehabilitation (6 locomotives, mid-life)	3, 4	240307	Mid-life Overhaul of six (6) locomotives
45	ACE	Rail Car Rehabilitation (28 pax rail cars, mid-life)	3, 4	240308	Mid-life overhaul of twenty-eight (28) passenger rail cars
46	ACE	Capital Spares, Minor Locomotive & Rail Car Rehabilitation	3,4	240310	Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives.
47	ACE?	Annual Preventive Maintenance costs for rail cars and locomotives.	3,4	240311	Annual Preventive Maintenance costs for rail cars and locomotives.
48	City of Emeryville	Transit Station Rehabilitation	1	240247	Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville.

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49	City of Emeryville	Transit Vehicle Rehabilitation/Replacement/Retrofit	1	240251	Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles
50	ACE	Interoperable Communications Equipment	3,4	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	multi	21154	Purchases rolling stock for enhanced transbay, local, or express services 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.
53	ACE	ACE Vehicles	3, 4	240314	The proposed project will provide VTA's share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda Counties.
326	ACE	Altamont Commuter Express (ACE) upgrade	3, 4	21790	
54	BART	BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion)	multi	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*	multi	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	3, 4	240275	On-Board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car.
57	ACE	Security Cameras at the Alameda & SJ Stations	3, 4	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)	multi	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)					

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59	AC Transit	Livable Communities/Complete Streets/ADA	multi	240373	Complete Streets improvements, including Livable Communities Ped Improvements, ADA curb cuts, ped countdowns, 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	3, 4	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	3, 4	240241	Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA-accessibility.
62	BART	BART Station Capacity (Alameda County portion)	multi	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*	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	Telegraph/International/E.14th ped improvements (non pavement)*	1, 2		
2F. System capacity (to allow increased use of systems)					
68	AC Transit	Transit Management Systems*	multi	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	3, 4	240305	Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors.
70	ACE	Fiscal System modernization	3, 4	240312	Includes cash registers, updated fiscal management software (Caselle Clarity), updated computers, and associated infrastructure
71	BART	BART System Capacity (Alameda County portion)	multi	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).

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315	City of Fremont	Construct Altamont Commuter Express/Capitol Corridor Station at Auto Mall Parkway	3	240268	Construct a new train station (side platform) at the west end of Auto Mall Parkway in Fremont to serve Altamont Commuter Express and Capitol Corridor trains
2G. Maintenance Facilities Expansion					
72	AC Transit	Maintenance Facility Efficiency Upgrades	multi	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	4	230151	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	multi		
2H. Environmental Program					
76	AC Transit	Environmental projects	multi	230121	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.
77	AC Transit	Greening of Vehicles - environmental program	multi		The program would also implement projects to reduce the energy currently used at operating facilities by installing solar panels to reduce the lighting costs for our facilities.
78	AC Transit	Alternative Fueling Facilities (D3,D6, CMF)	multi		To address environmental issues currently facing the agency, the project would also include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems, including: upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination; continued efforts in preventing contaminants from entering storm water drains at facilities.
3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383					
3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)					
79		Transit Operations	multi		Maintain existing transit service , restore previously cut transit services, and expand existing and new transit services
80		Paratransit Operations (mandated and non-mandated)	multi		Maintain and expand paratransit service operations

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322	AC Transit	Transit Priority Measures	multi	230111	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; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate), as well as a HOV facilities on bridges and appropriate access roadways. Also includes single intersection-level improvements not included in a larger corridor projects.
81	AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures	1	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	3, 4	240274	As part of the second amendment to the SJRRR/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	multi	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	2		
87	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures	1		
88	AC Transit	Speed Protection in Urban Core	multi		Restore Service to 2009 Levels to Higher Density neighborhoods.
89	City of Berkeley	I-80 Corridor Transit Service	1		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	multi		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*	multi		Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and IR. Traffic signal transit optimization. * Transit-First Policy (Council Resolution 58,731-N.S.) * AC Transit Line 51 and IR Studies
3B. Transit Fare Incentives					
92	ACE	ACE eTicketing	3, 4	240253	Electronic fare collection system with seamless Clipper integration and associated infrastructure.
	Alameda County Office of Education	Student Bus Pass*	multi		Provide free bus passes to all middle and high school students in Alameda County
3C. Travel Training, Education and Promotion Programs					
94		<i>See under Section 10 Planning and Outreach, and Section 11 TDM</i>			
4. Community Based Transportation Plan (CBTP) Implementation Program - RTP ID # 240384					
95		CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements	multi		Includes (City of) Alameda CBTP, Central Alameda County CBTP, West Oakland CPTP, Central and East Oakland CBTP, and South and West Berkeley/CBTP.
96	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.
97	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	multi		
99	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
100	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
101	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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102	In Ashland, Cherryland and S. 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
103	In Ashland, Cherryland and S. 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
104	In Ashland, Cherryland and S. 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
105	in Central and E. 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).
106	in Central and E. 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.
107	in Central and E. 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.
108	in Central and E. 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.
109	in Central and E. 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.
110	in Central and E. Oakland	Coliseum BART to Bay Trail Connector Path*	1		\$2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass.
111	in Central and E. 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.
112	in Central and E. 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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113	In city of 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
114	In city of 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 Release; \$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
115	In city of 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
116	In city of 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/Posy Tube
117	In city of 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
118	In city of 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
119	In city of Alameda	Create More Bicycle Lanes throughout Alameda	1		\$10,000 per linear mile
120	In city of 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
121	In city of 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.
122	In city of Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$7 million, plus an annual cleaning cost of \$50,000
123	In city of Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
124	In city of 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		
126	in S. and W. 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
127	in S. and W. Berkeley	Improved Pedestrian Signal Timing	1		No cost, city staff can implement at no extra cost
128	in S. and W. Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		South and West Berkeley
129	in S. and W. Berkeley	Shared Roadway Pavement Markings	1		South and West Berkeley

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130	in S. and W. Berkeley	Improved Pedestrian Lighting	1		\$768,000 to \$1,024,000
131	in S. and W. Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	1		South and West Berkeley
132	in S. and W. Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	1		\$10,000 to \$20,000
133	in S. and W. Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	1		\$400,000 to \$500,000
134	in S. and W. 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	multi		Reduce noise impacts for neighborhoods
149		BART Rail Grinding	multi		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)

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156		Medical Service Access (Taxi Return)	1		\$50k/year
157		BART Transit Village Parking	1		\$5K (community monitoring)
5. Local Road Improvements Program - RTP ID # 240386					
158		Congestion relief	multi		Congestion relief on local streets and roads
5A. Major Arterial Performance Initiative Program					
159	ACTC	Arterial Performance Initiative Program	multi	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	multi		Examples include rail crossings, roadway crossings, etc.
161		Grade separations	multi		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.

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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.
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.
317	City of Emeryville	Local Road Safety - rail improvements	1	240199	Rail safety improvements consisting of 4-quad gates and detection technology at local roadway crossings at the UPRR main line at 65th, 66th and 67th Streets consistent with Quiet Zone approval.
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.
321	City of Oakland	Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS)	1	240277	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.
182	City of Pleasanton	(Local Road Safety)Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks	4	240286	Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks

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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					
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 widen 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	multi		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	multi		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)	1, 2	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
312	City of Pleasanton	Complete Streets Project in Hacienda Business Park	4	240184	Redesign and construction of existing 4, 5 and 6 lane arterial and collector roadways in Hacienda Business Park to a complete street design that incorporates bike lanes, friendly transit stops, improved streetscapes and wide and connected walking paths.
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

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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					
203		ITS/SMART Corridors	multi		Ongoing implementation
	City of San 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	multi		Installation of effective wayfinding signage
6. Local Streets and Roads Operations & Maintenance (O&M) Program - RTP ID # 240387					
6A. Pavement Rehab					
206		Pavement rehabilitation	multi		Pavement rehabilitation and resurfacing to meet local PCI targets
207	Alameda County	Pavement Rehab	multi	240108	Pavement Rehabilitation at various locations in Alameda County unincorporated areas
208	City of San 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	multi		Support maintenance and operations of local streets and roads infrastructure
220	City of Alameda	Local Streets and Roads O&M	1	240187	This project will provide funding for maintenance and rehab of Alameda streets. The funding will also be used for maintaining ITS infrastructure in the City.
211	City of Albany	Local Streets and Roads O&M (Solano Ave btw Masonic and Berkeley city limit)	1	240342	Solano Avenue is centrally located in Albany and is one of the two main commercial districts in the City. In 1995, the City rehabilitated the pavement and added streetscape and pedestrian improvements to the segment between San Pablo Avenue and Masonic Avenue (west of the BART track). This project entails pavement resurfacing and implementation of pedestrian improvements, such as bulb outs at intersections, curb ramps, and visible crosswalks at selected intersections along Solano Avenue from Masonic Avenue to the Berkeley City Limit.
212	City of Albany	Local Streets and Roads O&M	1	240343	Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes.
213	City of Livermore	Local Streets and Roads O&M	4	240298	Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11 Pavement Management Update Report
214	City of Newark	Local Streets and Roads O&M	3	240285	Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, restriping, base failure repair, etc.

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215	City of Oakland	Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	230169	Provides ITS elements including new controllers, signal interconnect/coordination, transit priority, speed and level of service monitoring, real time arrival information, CCTV, incident management, and emergency vehicle preemption along Hegenberger Road, 73rd Avenue, 98th Avenue, East 14th Street, International Boulevard, San Leandro Street, High St, MacArthur Boulevard, Telegraph Avenue and Broadway.
216	City of Oakland	Non-Capacity Increasing Local Road Rehabilitation	1	240219	Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation
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	multi		Ongoing program operation
324	ACTC	I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project	1	230226	This is the Arterial component of I-80 ICM project. This is the corridor management along parallel arterials and the connecting roadways across Alameda County and Contra Costa County along the Interstate 80 (I-80) corridor.
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
7. Highway, Freeway, Safety and Non-Capacity Improvements Program - RTP ID # 240388					
7A Interchange Improvements					
221	City of Emeryville	I-80 Ashby Interchange	1	240318	I-80 at Ashby Avenue - Reconstruct the Ashby Avenue Interchange. The proposed interchange elements include construction of a new bridge to replace the two existing bridges and construction of two roundabouts.
222	City of Emeryville	I-80 / Powell Street Interchange Bus stops	1	240320	I-80 EB Powell Street Off-ramp Bus Bay or Additional Lane - Construct bus bays on the I-80 EB off-ramp to Powell Street and on Frontage Road near the intersection of Powell Street and Frontage Road.
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.
226		7B Operations incl. Ramp Metering Congestion relief	multi		Ongoing program for congestion relief on/for freeways/highways

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227		Safety improvements	multi		Ongoing program for safety improvements on/for freeways/highways
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)	multi	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	multi		Maintenance of state highways and freeways
7D Soundwalls					
230	ACTC	Soundwalls	multi	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	multi		Ongoing operation of the regional Freeway Service Patrol tow-truck service
7F ITS					
323	ACTC	I-80 Integrated Corridor Mobility (ICM)	multi	230221	This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.
234		Maintenance of state highways ITS systems	multi		Maintenance of ITS on state highway system
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*	1	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
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	multi		Develop PDA, TOD and GOA plans and implement plan recommendations
242	ACTC	CEQA Mitigation Toolkit (for land use)	multi		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)	multi	22675	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	

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250	City of Fremont	Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA	3	240258	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.
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
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.

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259	City of Oakland	Lake Merritt BART Specific Plan Implementation.: Transit Enhancements*	1	240236	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: Chimatown, 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.
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		
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	Asby 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	multi		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)	3, 4	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	3, 4	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.

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

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if application submitted)	Project Description
268	ACE	Northern California Mega Region Rail Plan	multi	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	multi		Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs
10C Multi-Lingual Educational Materials					
271		Multi-lingual outreach	multi		Creating non-English (and culture-sensitive) versions of transportation marketing and education materials
10D School Promotion					
272		Outreach to schools/ students	multi		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	multi		Parking upgrades (infrastructure, equipment)
274		Parking Management/Policies	multi		Parking policies, demand management, pricing, unbundling, etc
275	City of Berkeley	Downtown Berkeley Transit Center Parking Facility	1	240215	Replace Center Street Garage with new public parking facility to serve the Downtown Berkeley BART Station and proposed Transit Center. The Downtown Berkeley Transit Center Parking Facility will serve visitors to Berkeley and travellers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles.
316	City of Emeryville	Parking Management	1	240195	This project includes the second phase of the Emeryville Parking Policy and Management Implementation Plan. Phase II involves installation of 31 multi-space meters timed for short term use and 63 meters timed for long-term use in the North Hollis area, except for the low/medium density neighborhood east of Doyle Street as identified in March 2010
276	City of Oakland	Parking Management	1	240239	Completion of a parking management plan incorporating market based pricing and regular review of parking occupancy and pricing to best serve parking demand. Installation of modern single space and multi-space meters, directional signage, automated occupancy detectors, and other appropriate technology.
277	City of Pleasanton	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	multi		Examples include Clipper card, Discounted fares, multi-purpose smartcards, etc
11C School Programs					
279		Safe Routes to School implementation	multi		Ongoing program implementation

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280	City of Oakland	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 refugees, etc)
281	In city of Alameda	Expand the Safe Routes to Schools Program	1		
11D GHG Reduction					
282		GHG reduction	multi		Supports local Climate Action Plans, SCS, or addresses sea-level change
11E TDM (i.e. GRH, 511)					
283		Guaranteed Ride Home Program	multi		Ongoing program implementation
284	ACTC	Develop Countywide TDM/parking guidelines/ technical assistance program	multi		
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	multi		Examples include congestion pricing, HOT lanes, variable parking fees
11G Shuttles, Streetcars - Alternatives to Fixed Transit)					
288		Shuttles	multi		Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program
289	ACE	ACE Connecting Shuttle Services	3, 4	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	multi		
293		Auto Loan Program - CBTP element	multi		
11i Education and Marketing					
294		Education and Marketing	multi		Examples include real-time transit information, 511, etc

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 * Specific suggestions from members of the public through Outreach Activities

#	Sponsor/ Location	Program Name	Planning Area	RTP ID# (if application submitted)	Project Description
11J Travel Training					
295		Travel training	multi		Programs to educate people how to use transit , tailored to their needs
12. Goods Movement Program - RTP ID # 240394					
296		Goods Movement Program	multi		Improvements in support of freight transportation to support economic vitality
12A Truck Parking					
297	ACTC	Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study)	multi	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					
320	City of Livermore	Regional Air Quality and Climate Protection Strategies	4	240256	Construct public infrastructure and enhancements to support TOD in the PDAs
302		Non-transportation infrastructure in PDAs	multi		Includes utilities, sewers, drainage to support development in PDAs
14. Environmental Mitigation Program - RTP ID # 240396					
303		Environmental Mitigation for major projects	multi		Examples include off-site mitigations, banking
15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397					
304	Stopwaste.org	Transportation Energy from Waste	multi		
305		Alternative and sustainable fuel sources - use of	multi		
306		Alternative Fuel stations - comprehensive network of	multi		

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

Attachment C

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
COUNTYWIDE LOCAL PROJECTS										
1	22455	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.	Transit	multi	\$211.0	38.7	0	173.1
2	22780	AC Transit	AC Transit Grand-MacArthur BRT	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.	Transit	1	\$36.0	3.6	33	0
3	22021	AC Transit	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	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).	Transit	multi	\$40.0	10	30	0
4	22042	ACTC	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	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.	I-680	3	\$203.6	0	182.1	21.5
5	240059	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	I-680	4	\$136.4	0	136.4	0
6	240061	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	I-680	4	\$136.4	0	136.4	0
7	22664	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.	I-580	4	16.5	0.0	12.1	4.4
8	21116	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.	I-580	4	\$291.3	0	0	291.3
9	230088	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.	I-880	1, 2	\$207.6	207.6	0	0

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
10	230089	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.	I-880	2	\$68.4	68.4		0
11	22670	ACTC	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)	I-880	2	\$109.4	0	0	109.4
12	240062	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.	SR 84	3	\$244.0	0	244	0
13	230241	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.	I-238	2,4	\$216.0	0	216	0
14	240050	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.	I-580	4	\$19.0	0	0	19
15	240076	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.	I-580	4	\$40.0	0	0	40
16	94506	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).	I-238	2	\$190.0	83.3	0	106.7
17	230099	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.	I-580/I-680		528.0	0.0	528.0	0.0
18	22769	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.	I-880	1	\$102.0	3.5	0	98.5
19	22765	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)	I-580	4	\$1,167.0	17.2	\$1,149.8	0

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
20	22776	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.	SR 84	4	\$136.5	10	0	126.5
21	230052	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.	I-880	2	15.4	0	0	15.4
22	230054	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.	I-880	2	9.5	0	0	9.5
23	240047	ACTC	I-880 West A Street Interchange Reconstruction*	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.	I-880	2	42.5	0.0	0.0	42.5
24	21144	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.	I-80	1	25.2	23.8	0.0	1.4
25	230110	ACTC/ City of Fremont	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave.	I-680	3	19.5	19.5	0.0	0.0
26	240092	Alameda County	Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)*	Reconfigure lanes to improve traffic circulation and reduce traffic congestion.	I-880	2	5.0	0.0	5.0	0.0
27	240106	Alameda County	SR-84/Sunol Improvements*	Improve SR-84 between I-580 and Sunol	SR 84/I-580	4	8.3	2.0	6.3	0.0
28	240657	Alameda County	I-580 Spot Intersection Improvements*	I-580 Spot intersection improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	I-580	2,4	60.0	6.0	52.0	0.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
29	240113	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.	Transit	2	\$585.0	0	579.7	5.3
30	22002	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.	I-880	1	\$19.0	19	0	0
31	21126	Caltrans	SR 84 WB HOV on ramp from Newark Blvd	Route 84 westbound HOV on-ramp from Newark Boulevard	SR 84	3	\$12.8	0	0	0
32	22990	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. 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.	SR 262	3	\$58.1	0	0	58.1
33	230243	City of Alameda	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	Transit	1	4.4	0.0	4.4	0.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
34	98207	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	<ol style="list-style-type: none"> Offers Transit access (BRT) between the cities and the PDAs 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. Reduces freeway weaving at I-880/I-580 interchange, enhances pedestrian access in Oakland near Chinatown Senior Center. 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. Reduces operational deficiencies for all vehicle movement between the cities of Alameda and Oakland through the Posey and Webster Tubes and in downtown Oakland. Develops bike and pedestrian improvements to enhance connectivity between Chinatown and Jack London Square. Provides a Park and Ride Facility along Mariner Square Drive in Alameda near the Posey Tube entrance. Incorporates Intelligent Transportation Systems along the freeway and on major arterials including Webster Street and Ralph Appezatto Memorial Parkway in Alameda; and 6th Street, 5th Street, Broadway, Harrison Street, and 7th Street in Oakland. The ITS elements will provide traveler information. 	I-880	1	\$189.3	178.2	8.1	
35	240038	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.	Local Arterials	4	18.4	0.0	7.4	
36	240250	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.	I-580	4	4.2	0.0	0.7	
37	230086	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 southbound on-ramp.	I-580	4	37.6	16.0	21.6	
38	240261	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.	Local Arterials	4	12.8	0.0	0.0	
39	240116	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.	Local Arterial	1	\$4.8	0	4.8	0
40	230114	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.	I-680/I-880	3	24.4	24.4	0.0	0.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
41	22779	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	I-880	3	78.0	78.0	0.0	
42	21482	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.	I-880	3	47.8	47.8	0.0	0.0
43	240264	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.	I-880	3	4.6	4.6	0.0	0.0
44	240263	City of Fremont	Upgrade Relinquished Route 84 in Fremont	1) Widen Peraltia 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.	Local Arterials	3	43.3	46.2	0.0	0.0
45	21484	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.	Local Arterials	3	12.3	12.0	0.0	0.2
46	21093	City of Hayward	Rte 92/Clawiter Road Whitesell interchange improvement, Ph 1		SR 92	2	27.5	0.0	0.0	27.5
47	240562	City of Hayward	Rte 92/Clawiter Road Whitesell interchange improvement, Ph 2		SR 92	2	52.0	0.0	0.0	52.0

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
48	22063	City of Hayward	Route 238 Corridor Improvements between Foothill Boulevard/I-580 and south City Limits and on SR 185 between north city limits and A Street	Adds travel lanes on Foothill Boulevard north of Mission-Foothill Jackson intersection by removing parking during the peak hours, and south of Mission-Foothill-Jackson to Palisades Street. Provides spot widening at Mission Boulevard/Carlos Bee Boulevard and improvements at Mission/Harder, Mission/Berry, Mission/Moreau High School and Mission/Tennyson. Constructs a one-way loop system in downtown Hayward by converting Foothill Boulevard between Jackson and A Street to 6 lanes northbound. A Street between Foothill Boulevard and A Street to 5 lanes westbound and Mission Boulevard to 5 lanes southbound between A Street and Jackson Street. Provide pavement overlays on Mission Boulevard south of Industrial to south City limits and construct traffic signal at Mission-Blanche. Provide pavement overlay on SB 185 north of A Street to north city limits	SR 238/I-580	2	118.7	0.0	0.0	118.7
49	240015	City of Hayward	Clawriter-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 Clawriter Road. The project would provide a new on ramp from southbound Clawriter Road to SR 92 westbound on a bridge over the SR 92 westbound off ramp to Whitesell Street	SR 92	2	52.0	0.0	0.0	52.0
50	240025	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.	I-880	2	43.0	0.0	0.0	43.0
51	240065	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	SR 92	2	6.0	0.0	0.0	6.0
52	240037	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.	I-880	2	25.0	0.0	0.0	25.0
53	21473	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.	I-580	4	12.0	0.0	0.0	12.0

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
54	240254	City of Livermore	Greenville Widening	Widen Greenville Road from 2 to 4 lanes between I-580 and Patterson Pass Rd.	I-580	4	10.0	5.0	0.0	5.0
55	21475	City of Livermore	I-580 First St. interchange	Reconstruct and modify Interchange.	I-580	4	40.0	5.0	0.0	35.0
56	21477	City of Livermore	I-580 Greenville interchange	Reconstruct and modify Interchange.	I-580	4	46.0	9.0	0.0	37.0
57	230132	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. 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.	I-580	4	30.0	4.8	0.0	25.2
58	21100	City of Livermore	I-580 Vasco interchange improvements	On Las Positas Road from Arroyo Vista to 1,500' west of Vasco Road; Construct 2 lane gap closure.	I-580 Local Arterials	4	60.0	8.4	0.0	51.6
59	230157	City of Livermore	Las Positas Road Connection, Phase 2	Widen Thornton Avenue from two lanes to four lanes between Gateway Boulevard and Hickory Street, a distance of approximately 5,000 feet.	Local Arterials	4	3.5	0.0	0.0	3.5
60	240272	City of Newark	Thornton Avenue Widening	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 Arterial	3	9.2	8.8	0.0	0.4
61	230170	City of Oakland	I-880: 42nd/High Street Access Improvements		I-880	1	17.1	11.2	0.0	5.9

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
62	240024	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.	Local Arterials	1	208.6	114.7	0.0	93.9
63	22082	Port 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.	Local Arterials	1	220.5	110.3	0.0	110.2
64	240278	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.	Local Arterials	1	12.4	3.3	8.4	0.7
65	240279	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	Local Arterials	1	157.0	12.0	145.0	0.0
66	240282	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).	Local Arterials	1	4.6	1.0	3.6	0.0
67	240280	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.	Local Arterials	1	11.5	2.5	9.0	0.0
68	21472	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.	I-680	4	4.0	0.0	0.0	4.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
69	240132	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 improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Local Arterials	4	49.0	49.0	0.0	0.0
70	21489	City of Pleasanton	I-580/Foothill/San Ramon 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.	I-580	4	3.6	1.1	0.0	2.5
71	240144	City of Pleasanton	I-580 Santa Rita Interchange improvements	Construction of an additional westbound lane on the Stoneridge Drive at I-680 overcrossing.	I-580	4	2.5	2.0	0.0	0.5
72	240139	City of Pleasanton	Stoneridge Drive overcrossing widening at I-680	Signalization and ramp improvements at the Sunol Boulevard at I-680 Interchange	I-680	4	4.8	3.8	0.0	1.0
73	240141	City of Pleasanton	Capacity Increasing Freeway/Expressway Interchange Modifications)	Extend Stoneridge Drive in Pleasanton from its current eastern terminus at Trevor Parkway to El Charro Road. Construct six traffic signals as park of the project to allow safer local access to the roadway.	I-680	4	1.2	1.2	0.0	0.0
74	240200	City of Pleasanton	Stoneridge Drive Extension	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.	Local Arterials	4	16.2	0.0	0.0	16.2
75	21451	City of San Leandro	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	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 Arterials	2	6.6	0.0	0.0	6.6
76	22100	City of San Leandro	I-880 Davis Street Interchange	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements	I-880	2	10.2	0.0	0.0	10.2
77	230066	City of San Leandro	I-880 Marina Boulevard Interchange	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	I-880	2	31.8	0.0	0.0	31.8
78	240249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Local Arterials	2	11.0	0.0	11.0	0.0
79	240052	City of Union City	I-880 / Whipple Road Interchange Improvement	In conjunction with the grade separation over Decoto Road (RTPID #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto.	I-880	3	60.0	60.0	0.0	0.0
80	230103	City of Union City	Grade Separation in the Decoto neighborhood		Local Arterials	3	130.0	130.0	0.0	0.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
81	230101	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.	Transit	3	180.0	146.5	0.0	33.5
82	240051	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	Local Arterials	3	10.0	10.0	0.0	0.0
83	240053	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.	I-880	3	100.0	100.0	0.0	0.0
84	94012	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.	Transit	3	57.0	0.0	0.0	57.0
85	21123	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, Coptol Corridor and ACE, and connect to the adjacent TOD. Improvements include relocation and replacement of elevators and fair gates, new agenda booth, bike and pedestrian accessways.	Transit	3	25.5	6.3	0.0	19.2
86	22760	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.	Port	1	216.7	46.3	0.0	170.4
87	240317	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	Port	1	170.0	170.0	0.0	0.0

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
88	22089	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.	Port	1	\$100.0	0	100	0
SUB TOTAL							\$7,798.0	\$1,794.1	\$3,775.2	\$2,218.1
REGIONAL AND MULTI-JURISDICTION PROJECTS										
89	230604	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.	I-80	1	610.5	5	605.4	
90	98139	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.	Transit	4	600.0	585.0	0.0	15.0
91	240304	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.	Transit		5.0	5.0	0.0	0.0
92	230083	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.	I-580	4	\$120.7	0	0	120.7

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Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
93	240018	ACTC/ SamTrans	Dumbarton Rail Corridor Phase I*	<p>Phase I of the Dumbarton Rail Corridor Project involves the implementation of two separate project elements which are critical to the long term objective of the provision of a regional Transbay rail service:</p> <p>1. The implementation of an enhanced Transbay express bus service to provide a high level of service and improved performance. It consists of:</p> <p>i. Peak period – bi directional service – 30 minute service and 60 minute frequency service between Union City-San Francisco during the AM peak and eastbound during the PM peak (six hours of total service).</p> <p>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.</p> <p>C. Combined Original Project + Rail Shuttle – A combination of alternatives b and c – this alternative would consist of two</p>	SR 84	3	108.5	63	0	45.5
94	240216	ACTC/ SamTrans	Dumbarton Rail Corridor Phase II*	<p>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 and yard and shop, and vehicle procurement. Full project cost is \$ 4,177 m. Funding needed for the full BART to Livermore extension includes the funding shown for Project #22667, as well as the \$1,105M in discretionary funding shown as part of the BART to Livermore Ph 1 request (Project #240196). Following technical work to develop better definition of the Phase 1 project, BART may revise relationship of Phase 1 discretionary funding request to overall project funding plan.</p>	SR 84	3	770.1	511.2		258.9
95	22667	BART	BART to Livermore Extension*		Transit	4	4,177	2927		145.0

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#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
96	240196	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.	Transit	4	\$1,250.0	1,105.0	0	145.0
97	240180	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	Transit	Multi	\$150.0	0	150	0
98	21131	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 Heegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport.	Transit	1	\$484.1	105.7	0	378.4
99	240182	BART	BART Metro Program	Advance BART Metro program (service, capacity and coverage) to align future investments in support of the region's emerging Sustainable Communities Strategy (SCS). Types of projects eventually could include trackway enhancements on the core system (pocket tracks, crossovers, other investments to relieve mainline bottlenecks), route service changes, capacity improvements to stations and supporting facilities, infill stations, integrated transit services, and expansion of high capacity transit lines	Transit	Multi	\$625.0	0	625	0
100	21132	BART/City of Fremont	BART Warm Springs extension	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.	Transit	3	\$890.0	0	0	890
101	22062	City of Fremont/BART	Irvington BART Station*	Construct a new BART station in Irvington Area PDA in Fremont	Transit	3	123.0	123.0	0.0	2.6
102	22009	Capital Corridor	Capitol Corridor intercity rail service service expansion (Oakland to San Jose)	Oakland-San Jose track improvements to increase service from 7 to 16 round trips and associated rolling stock. Resolution 34-34 project.	Transit	Multi	510.5	45.0	449.7	15.8
103	22013	Caltrans	I-580 Eastbound Truck Climbing Lane	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	I-580	4	\$64.2	0	0	64.2
SUB TOTAL							\$9,238.6	\$2,547.9	\$4,757.1	\$2,081.1

Note - * indicates project identified in Outreach

Table 3: Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects

#	RTPID	Project Sponsor	Project Name	Project Description	Project Route Name	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision)	Other Fund Sources Identified
Note - Total Cost Estimate for Regional and Multi-jurisdiction projects does not include #240196 to avoid double counting.										

Table 4. Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects that have been dropped

Public Outreach Projects for which Sponsors have not been Identified				
#	Project Name	Planning Area	Source of Suggested Projects	Proposed Next Steps
1	SR-84 / I-680 HOV Direct Connectors	4	Call Fr Proj	Recommend ACTC project # 240062 (Route 84/I-680 Interchange and Route 84 Widening) to consider
2	Altamont Rail Corridor Safety and Speed Improvements	3,4	Call Fr Proj	Included in applications for various projects and programs submitted by ACE such as #240307, 240308, and 290310
3	Cross-platform transfer BART/ACE at Livermore Station	4	Call Fr Proj	May be included as part of BART to Livermore project #22667
4	Double track UP/ACE rail line Tracy to Livermore	4	Call Fr Proj	May be included as part of High Speed Rail project
5	Extend BART to ACE/Livermore and I-580 Greenville Station	4	Call Fr Proj	May be included as part of BART to Livermore project #22667
6	I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1	Call Fr Proj	Could be considered in Regional Rail Plan and/or in development of Transi Sustainability Project
7	I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2	Call Fr Proj	Could be considered in a future Corridor Study as identified in Program #10
8	I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4	Call Fr Proj	Forward to MTC as recommendation for HOT Lane system
9	I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4	Call Fr Proj	Forward to MTC as recommendation for HOT Lane system
10	I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4	Call Fr Proj	Forward to MTC as recommendation for HOT Lane system
11	I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4	Call Fr Proj	Forward to MTC as recommendation for HOT Lane system
12	I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4	Call Fr Proj	Included under ACTC Project # 240050 (I-580 EB Express Lane from Hacienda Road to Greenville Road)
13	I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4	Call Fr Proj	Included under ACTC Project # 22664 (I-580 WB Express Lane from Greenville Road to Foothill Blvd)
14	I-580 First Street Interchange - reconstruct	4	Call Fr Proj	Included in City of Livermore Project # 21475 (I-580/First Street interchange improvements)
15	I-580 Greenville Rd. Interchange reconstruct	4	Call Fr Proj	Included in City of Livermore Project # 21477 (I-580/Greenville Rd interchange improvements)
16	I-580 Hacienda Drive Interchange reconstruct 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)	4	Call Fr Proj	Included in City of Dublin Project # 230086 (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)
17	I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	2, 4	Call Fr Proj	County is preparing to submit an application
18	I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1	Call Fr Proj	Forward to Caltrans for consideration
19	I-80 Powell St.: widen eastbound off-ramp	1	Call Fr Proj	Forward to Caltrans for consideration
20	I-80 WB Gilman Ave. off-ramp: add 3rd lane	1	Call Fr Proj	Recommend for consideration under I-80/Gilman Interchange reconfiguration project (#21144)

#	Project Name	Planning Area	Source of Suggested Projects	Proposed Next Steps
22	SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1	Call Fr Proj	No project sponsor.
23	SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4	Call fr Proj	County is submitting a project application
24	I-880 Hesperian interchange improvements		2011 outreach list	No project sponsor.
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	2011 Outreach list	To be considered in development of future transit plans including Regional Rail Plan, Alameda Countywide Transit Plan or other corridor studies
26	Union City - Capitol Corridor stop (Intermodal station.)	3	2011 outreach list	To be considered in development of future transit plans including Regional Rail Plan, Alameda Countywide Transit Plan or other corridor studies
27	BART Transbay Tube (Second)	1	2011 outreach list	To be considered in development of future transit plans including Regional Rail Plan, Alameda Countywide Transit Plan or other corridor studies
28	Ardenwood widening near Paseo Padre	3	2011 outreach list	Forward to Newark to consider as local street improvement
29	Decoto Rd (congestion relief, safety)	3	2011 outreach list	Covered under program # 5 for congestion relief and safety. Also forward to cities of Newark and Fremont for consideration
30	Fremont @ Peralta grade separation	3	2011 outreach list	To be considered in development of future Goods Movement Plan including Regional Rail Plan or other corridor studies
31	Grade Separation of rail crossings at major roadways	Multi	2011 outreach list	To be considered in development of future Goods Movement Plan including Regional Rail Plan or other corridor studies
32	High Speed Rail/Altamont Corridor Rail	4	2011 outreach list	Suggestion is too broad and is part of on-going study.
33	I-680 / Mission Blvd South interchange	3	2011 outreach list	Covered under RTP # 230110 (Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard)
34	I-680 Automall (congestion relief/safety)	3	2011 outreach list	Covered under program # 5 for congestion relief and safety
35	I-680 NB HOT lanes	3, 4	2011 outreach list	Included in RTP # 22042 and 240059
36	I-80 improvements for freeway efficiency	1	2011 outreach list	included in RTP #230021 (I-80 ICM)
37	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3	2011 outreach list	Covered under program # 5 for congestion relief and safety
38	I-680 / I-880 connector/flyover	3	2011 outreach list	location not in Alameda County.
39	I-880 HOT lanes	Multi	2011 outreach list	Forward to MTC for consideration in regional HOV/HOT network
40	I-880 Industrial NB off-ramp	2	2011 outreach list	Included in RTP # 240025
41	Integrated Corridor Mobility	Multi	2011 outreach list	Included in various programs and projects. Also MTC is doing a regional SMART Corridors study
42	Short Haul Rail improvements to reduce truck volumes on freeways	Multi	2011 outreach list	To be considered in development of future Goods Movement Plan including Regional Rail Plan or other corridor studies
43	SR 84 connector btw I-580 and I-680 (potential toll corridor)	3	2011 outreach list	No project sponsor. connected to SR 84 / I-680 interchange?
44	Thornton Ave, Peralta (congestion relief, safety)	3	2011 outreach list	Covered under program # 5 for congestion relief and safety

#	Project Name	Planning Area	Source of Suggested Projects	Proposed Next Steps
45	Truck bypass in Central County to facilitate goods movement	2	2011 outreach list	Included in Program # 12 D for Goods Movement. To be considered in development of future Goods Movement Plan including Regional Rail Plan or other corridor studies
46	Whipple Rd widening/improvements btw I-880 and Central	2	2011 outreach list	On-going study. Forward suggestion to study lead agency/staff for consideration
47	EBRPD Tassajara Creek trail	4	2011 outreach list	Covered under Program 1C
48	Extend BART to ring the bay	Multi	2011 outreach list	Forward to MTC for consideration in Regional Rail Plan
49	I-238 : Add 4th lane on I-238/Altamont for trucks	Multi	2011 outreach list	Included in Program # 12 D for Goods Movement. Also consider included in future corridor study as identified in Program # 10 and later consider as program in future CWT/RTP cycle. Unclear about the Altamont component of the suggestion.
50	I-238 to go south & traffic to go SSB to I-880 (?)	2	2011 outreach list	Suggestion unclear
51	I-580 Fallon interchange improvements	4	2011 outreach list	Included in Program # 7A. Same as RTPID 230086?
52	I-580 Hacienda interchange improvements	4	2011 outreach list	Included in Program # 7A. Same as RTPID 230086?
53	I-880 NB from Whipple in Union City – congestion management in corridor	3	2011 outreach list	Part of on-going MTC's I-880 ICM study
54	Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4	2011 outreach list	
55	Capacity Improvements for Goods Movements and Rail	multi	2011 outreach list	To be considered in development of future Goods Movement Plan including Regional Rail Plan or other corridor studies
56	Cheaper BART Alternative	Multi	2011 outreach list	Suggestion unclear
57	Increased Regional Rail Service	Multi	2011 outreach list	Forward to MTC to consider under on-going Regional Rail Plan
58	Improvements at Davis St (San Leandro)	2	2011 outreach list	Included in RTP # 230054 & 230057
59	Downtown San Leandro Bypass	2	2011 outreach list	Interchange Improvements
60	I-880 auxiliary lane from Whipple Road to Industrial Parkway	2	2008 CWTP	Included in RTP # 230054
61	I-880 auxiliary lane West A to Winton	2	2008 CWTP	Included in RTP # 230047
62	I-880 Industrial interchange improvements	2	2011 outreach list	Included in RTP # 230053 & 2300 57
63	Planning dollars to remove I-980	1	2011 outreach list	
64	SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial		2008 CWTP	This is a committed project submitted by City of Hayward RTP # 22063
PROJECTS FROM 2008 CWTP IDENTIFIED TO BE DROPPED				
1	I-880/Oak Street On-Ramp Re-construction		2008 CWTP	
2	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4	Call Fr Proj. 2008 CWTP	
3	I-580 WB auxiliary lane from First to Isabel	4	Call Fr Proj. 2008 CWTP	
4	I-580 on- and off-ramp improvements in Castro Valley		2008 CWTP	
5	Construct street extension in Hayward near Clawiter and Whitesell Streets		2008 CWTP	
6	New West Dublin Station	4	2008 CWTP	
7	I-80 - SFOBB HOV Bypass at left side of toll plaza	1	Call Fr Proj	
8	SR 84 WB HOV lane extension from Newark to I-880	3	Call Fr Proj. 2008 CWTP	
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-flow and 2 HOV lanes)	3	Call Fr Proj. 2008 CWTP	

#	Project Name	Planning Area	Source of Suggested Projects	Proposed Next Steps
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	Call Fr Proj, 2008 CWTP	
11	Ed Roberts Campus at Ashby BART Station		2008 CWTP	
12	Capitol Corridor & ACE	3	Call Fr Proj	
13	Washington/Paseo Padre Parkway Grade Separation	3	2008 CWTP	
14	I-880 Industrial Parkway Interchange Phase 2	2	Call Fr Proj, 2008 CWTP	
15	I-580 Isabel interchange improvements, Phase 1	4	2008 CWTP	
16	Washington Avenue/Beatrice Street Interchange Improvements		2008 CWTP	
17	Springtown to Livermore Rapid	4	Call Fr Proj	
18	Stanley/Murdell Park and Ride	4	Call Fr Proj	
19	North Airport Air Cargo Access Road Improvements, Phase 1		2008 CWTP	
20	Truck Parking Facilities in North Alameda County	1	2008 CWTP	
21	Downtown Shuttle/Weekend Winery Shuttle for LAVTA	4	2008 CWTP	
22	Paratransit Expansion Buses - LAVTA	4	2008 CWTP	
23	West Jack London Boulevard Extension	4	2008 CWTP	
24	Livermore-Dublin Bus Rapid Transit	4	2008 CWTP	
25	Stargell (formerly Tinker) Avenue from Webster Street (SR 260) to 5th Avenue	1	2008 CWTP	
26	Widen I-680 for SB HOV/HOT lane from SR 84 to SR 237 (includes ramp metering and auxiliary lane)	3-4	2008 CWTP	

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#	Location / System	Name of the Program	Covered by/Response
1. Bicycle and Pedestrian Program			
1A, 1B, 1C: Implementation of Countywide and Local Bicycle and Pedestrian Plan projects and programs			
1		Bike and pedestrian access to transit	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
2		Bike and pedestrian connections/connectivity	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
3		Grade separations/gap closures of rail and freeways for bike/pedestrian	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
4		Safety improvements, including lighted crosswalks, bicycle detection (signals)	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
5		East County - implement bike connections between Dublin, Pleasanton and Livermore	May be included under Project # 240381, Bicycle and Pedestrian Program. Also included in City of Dublin projects # 240292 and 240294, Iron Horse Trail overcrossings and City of Pleasanton project # 240189, pedestrian gap closure over I-580 and I-680.
6		Wayfinding signage for bikes and pedestrians	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
7		Share the Road safety/education campaign	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
8		Maintenance for bike/pedestrian infrastructure	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
9		Promotion of biking and walking	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
10		Bikesharing program	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
11		Bike parking	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
12		Bikes on transit	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
Location specific suggestions for bike and pedestrian improvements			
13	in Berkeley	I-80 Gilman undercrossing gap closure	May be considered as part of Project # 21144, Gilman Street interchange improvements.
14	in Castro Valley	Castro Valley Blvd. - bike lanes	Included as part of Project # 240102, County of Alameda, Castro Valley Streetscape Improvements, Phase II
16	in Fremont	Downtown Pedestrian Streetscape (Capitol Ave, New Middle Rd)	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
17	in Fremont	Bike access improvements Fremont Blvd and I-680 @ Automall	May be included under Program Category # 240381, Bicycle and Pedestrian Program, and as part of the City of Fremont's Project # 240257, Fremont Blvd Streetscape Project
18	in Fremont	Fremont, connect to Santa Clara - bike lanes	May be included under Program Category # 240381, Bicycle and Pedestrian Program, and as part of the City of Fremont's Project # 21482, extend Fremont Blvd to connect to I-880/Dixon Landing Rd.
19	in Fremont	SR 262 (Mission Blvd.) Bicycle/Pedestrian Access Improvements	No project sponsor identified.
20	in Hayward	Industrial Blvd. in Hayward - bike lanes	No project sponsor identified.
21	in Hayward	Sidewalk/bike path gap closure to Cal State Hayward	Bike path may be included under Program Category #240381, Bicycle and Pedestrian Program.
22	in Hayward	SR-92 /Hesperian - Bike Connection	No project sponsor identified.
23	in Hayward	W. Winton/Southland corridor for bikes and cars - congestion relief	Could be considered as part of a future corridor study as identified in Program Category #10
24	in Livermore	Bicycle/Pedestrian Improvements on Stanley Blvd	Considered under Project #240381, Bicycle and Pedestrian Program.
25	in Oakland	Alcatraz/Colby - Ped Safety	Considered under Project #240381, Bicycle and Pedestrian Program.
26	in Oakland?	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas	No project sponsor identified.
27	in Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School	No project sponsor identified.
28	in San Leandro	San Leandro Blvd Bike Improvements	Considered under Project #240381, Bicycle and Pedestrian Program.
29	in uninc. Alameda County	San Lorenzo Creek Trail	No project sponsor identified.

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

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#	<u>Location / System</u>	<u>Name of the Program</u>	<u>Covered by/Response</u>
30	in uninc. Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
31	in Union City	Union City Blvd bikes lanes	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
32		Bike lane to San Francisco	Bike path on Bay Bridge East Span to Treasure Island (SF) is underway. Any bike connection between TI and the city proper is under the jurisdiction of City/County of San Francisco
33		San Pablo Ave. - bike lanes	No project sponsor identified.
34		Alameda Creek Trail improvements	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
35		I-880 Bike/ped overcrossings in south county	May be included under Program Category #240381, Bicycle and Pedestrian Program.
36		Niles Canyon - bike lanes	No project sponsor identified.
37		EBRPD Tassajara Creek trail	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
38		Bike/Ped path along I-580 to Livermore	No project sponsor identified.
39		Pleasanton to Dublin bicycle connection	May be included under Program Category # 240381, Bicycle and Pedestrian Program.
40		Stoneridge Drive to Livermore Trail	May be considered under Project #240381, Bicycle and Pedestrian Program.
41		Mission Blvd Improvements	Suggestion is too broad, vague or infeasible for a project at this time.
42		Crow Canyon between Castro Valley and San Ramon - bike lanes	May be considered under Program Category #240381, Bicycle and Pedestrian Program.
43		UP line – leverage for greenway - bike ped	Included under Projects # 240347, ACTC and 240322, City of San Leandro, UPRR corridor Improvements, Rails to Trail
2. Transit Enhancements, Expansion and Safety			
2E Stations and Stops improvements			
44		Safety - i.e. lighting	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program
45		Increase parking at stations	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program and Program Category # 240393, TDM and Parking Management Program
46		Amenities - i.e. benches, shelters, wifi, cupholders	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program
47		Maintenance - cleanliness	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program
48		Access to stations/ stops	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program
49		Restroom facilities	No project sponsor identified.
50		Infrastructure - i.e. escalators	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program.
51		Audible announcements	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program.
Other			
52		Real-time information for passengers	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program.
53		Safety on board transit vehicles	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program.
Location/Agency-specific suggestions for transit improvements			
54	for BART	Increase bus transit access to the BART Stations within the SR 24 corridor	Forwarded to the transit operator/s for consideration. (Only applies to MacArthur and Rockridge stations in Alameda County.)
55	for BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program. Also includes BART Project #240075, BART Station capacity.
56	for BART	Alameda County Station Reliability (train control and traction power)	May be included under Program Category #240382, Transit Enhancements, Expansion and Safety Program. Also included In BART Project # 240089, BART system capacity.
57	in Albany	Infill Station: Solano Ave	No project sponsor identified.
58	in Oakland	Infill Station: 98th Ave	No project sponsor identified.
59	in Oakland	Infill Station: San Antonio	No project sponsor identified.

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#	Location / System	Name of the Program	Covered by/Response
3. Transit and Paratransit Operations and Education			
3A Transit and Paratransit Operations and Expansion (Including TPM and TSM)			
60		Paratransit operations (ADA- mandated)	May be included under Program Category # 240383, Transit and Paratransit Operations and Education Program
61		Paratransit transportation (non-mandated, i.e. city-based)	May be included under Program Category # 240383, Transit and Paratransit Operations and Education Program
62		Transit service expansion	Subject to future studies/plans, such as development of a Transit Plan.
63		Restoration of AC Transit service to previous (pre-cut) levels	Subject to future studies/plans, such as development of a Transit Plan.
64		Shuttles to supplement transit service	Subject to future studies/plans, such as development of a Transit Plan.
65		Continued/increased funding of transit service (operations)	Subject to future studies/plans, such as development of a Transit Plan.
66		Continued/increased funding of paratransit (mandated and non-mandated)	Subject to future studies/plans, such as development of a Transit Plan.
67		Accesible transportation expansion	Subject to future studies/plans, such as development of a Transit Plan.
68		Ferry expansion	Subject to future studies/plans, such as development of a Transit Plan.
69		Express Bus service expansion	Subject to future studies/plans, such as development of a Transit Plan.
70		Coordination between Paratransit transportation services/providers	Subject to future plans/studies, such as development of a Transit Plan.
71		Transit transfer connectivity	Subject to future plans/studies, such as development of a Transit Plan.
72		Increase transit service frequency	Subject to future studies/plans, such as development of a Transit Plan.
73		Increase transit service time of day coverage (i.e. earlier and later hours)	Subject to future studies/plans, such as development of a Transit Plan.
74		Improve bus connections to BART	Subject to future studies/plans, such as development of a Transit Plan.
75		Transit service reliability	Subject to future studies/plans, such as development of a Transit Plan.
Location/Agency- specific suggestions			
76	for AC Transit	Increase length of valid transfer time for AC Transit	Forwarded to the transit operator(s) for consideration.
77	for AC Transit	72R stop in front of St. Mary's Center going downtown (Oakland)	Forwarded to the transit operator(s) for consideration.
78	for AC Transit	AC Transit bus #31 should continue service during the week as well as on the weekends.	Subject to future studies/plans, such as development of a Transit Plan.
79		New bus to BART (W/Dublin)	Suggestion is too vague. Service currently exists.
80	for BART	24 hr service	Suggestion is too broad, vague or infeasible for a project at this time.
81	for BART	Eliminate time of day restrictions for Bikes on BART	Forwarded to the transit operator(s) for consideration.
82	in Alameda	Improved connection between Alameda and Fruitvale BART	Suggestion is vague. However, suggestion may be partially included under City of Alameda Project # 240077, Rapid Bus Service, Alameda to Fruitvale BART.
83	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	Subject to future studies/plans, such as development of a Transit Plan.
84	in Oakland	Transit: Streetcar on Broadway	Subject to future studies/plans, such as development of a Transit Plan.
85	in Oakland	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave	Subject to future studies/plans, such as development of a Transit Plan.
86	in Oakland	Eastmont Mall connection to Walmart and BART	May be considered as part of Project # 240384, CBTP Implementation Program.
87	in San Leandro	San Leandro Arterials/AC transit	Subject to future studies/plans, such as development of a Transit Plan.
88	in Union City	Capital Corridor at Union City	No project sponsor identified.
89		Restore AC Transit services to pre-2010 levels, especially for East Oakland	Subject to future studies/plans, such as development of a Transit Plan.
90		Transit connection to Alameda	Suggestion is too broad or vague. However, may be included as part of City of Alameda Project # 240077, Rapid Bus Service, Alameda to Fruitvale BART.

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#	Location / System	Name of the Program	Covered by/Response
91		Increase bus service frequency in South County (1/2 hr)	Subject to future studies/plans, such as development of a Transit Plan.
92		Continued funding of transit in the Tri-Valley	Included under Project #240382, Transit Enhancements, Expansion and Safety Program
79		Expanded ACE service (connect to BART in Fremont and Livermore)	Subject to future plans/studies, such as development of a Transit Plan.
80		Express Bus Routes (I-580)	Subject to future plans/studies, such as development of a Transit Plan.
81		Increase (bus?) service on the 880	Subject to future plans/studies, such as development of a Transit Plan.
82		Transit connections to Vallejo and Tracy	Outside of Alameda County.
83		Electric trolley buses	Subject to future plans/studies, such as development of a Transit Plan.
84		Flexible transportation system for an aging/changing population	Subject to future plans/studies, such as development of a Transit Plan.
85		Group trips - Accessible Transportation	Subject to future plans/studies, such as development of a Transit Plan.
86		Improve wheelchair accessibility for BART and bus	Forward to the transit operator(s)
87		Paratransit - tie funding to efficiency	Funding criteria recommendation, not a project.
88		Paratransit with GPS that locates person – locator software on cell phone.	Forwarded to the transit operator(s) for consideration.
89		Regional rail - increase	Subject to further/future plans/studies and implementation of the Regional Rail Plan
90		Smaller buses during non-commute hours and less traveled routes	Subject to future plans/studies, such as development of a Transit Plan.
91		Transit - Improving the safety and frequency of “last mile” transit connections	Subject to future plans/studies, such as development of a Transit Plan.
92		Transit - More customized transit service for each area – tailored to user needs	Subject to future plans/studies, such as development of a Transit Plan.
3B Transit Fare Incentives			
93		Explore the Potential for Implementing Residential Eco Pass Programs	Subject to future plans/studies.
94		Coordinated transit pass across all transit providers.	Underway through MTC's Clipper card program
95		Transit riding incentives - Increase	Subject to future plans/studies, and may be included under Program Category #240393, TDM Program.
3C Travel Training, Education and Promotion Programs			
96		Seniors Transportation (education/access)	May be included under Program Categories 240383, Transit and Paratransit Operations and Maintenance Program and #240393, TDM Program.
97		Education on how to use transit	Included under Program Categories #240393, TDM Program and #240392, Planning and Outreach Program.
98		Transit marketing/outreach	Included under Program Categories #240393, TDM Program and #240392, Planning and Outreach Program.
99		Bus driver training - customer service skills	Forward to transit operators
100		Bus driver training (wheelchair securing)	Forward to the transit operator(s)
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>			
101		Bus stop improvements - shelters, benches, lighting	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation and #240382, Transit Enhancements, Expansion and Safety Program
102		Transit service - frequency, evening coverage, geographic range	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation and #240382, Transit Enhancements, Expansion and Safety Program
103		Transit information - 511, real-time, at bus-stops	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation and #240382, Transit Enhancements, Expansion and Safety Program
104		Shuttles	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation and # 240383, Transit and Paratransit Operations and Maintenance Program
105		Pedestrian improvements - sidewalks, crossings, lighting	May be included under # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240381, Bicycle and Pedestrian Program.

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#	<u>Location / System</u>	<u>Name of the Program</u>	<u>Covered by/Response</u>
106		Bikeway facilities - bike lanes, trails	May be included under # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240381, Bicycle and Pedestrian Program.
107		Subsidy programs - transit fare, bike purchase, auto loan, car-share	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, #240383, Transit and Paratransit Operations and Maintenance Program and #240393, TDM and Parking Management Program.
108		Streetscape improvements	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240381, Bicycle and Pedestrian Program.
109		Traffic calming	May be included under # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240386, Local Road Improvements Program
110		Signal timing	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240386, Local Road Improvements Program
111		Parking (cars and bikes)	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation in CBTP areas, and # 240381, Bicycle and Pedestrian Program and # 240393, TDM and Parking Management Program.
112		Safety - multimodal	May be included under Project # 240384, Community Based Transportation Plan (CBTP) Implementation, #240382, Transit Enhancements, Expansion and Safety Program and # 240386, Local Road Improvements Program
113		Access/connection - multimodal	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation, #240382, Transit Enhancements, Expansion and Safety Program, # 240386, Local Road Improvements Program and # 240381, Bicycle and Pedestrian Program.
114		Education/awareness - multimodal	May be included under Program Category # 240384, Community Based Transportation Plan (CBTP) Implementation, # 240383, Transit and Paratransit Operations and Maintenance Program, # 240392, Planning and Outreach Program, and Project # 240393, TDM and Parking Management Program
5. Local Road Improvements			
5B. Safety Improvements - general and specific suggestions			
115		Rural roads	May be included under Program Category # 240386, Local Road Improvements Program. Specific projects include Alameda County Project #s 240094, 240095, 240096, 240097, and 240098.
116		Rail crossings	Suggestion too vague or broad for a project. However, development of projects subject to future studies, such as Goods Movement Study.
117		Bike/pedestrian crossings for roads	May be included under Program Category # 240386, Local Road Improvements Program and Project # 240381, Countywide Bicycle and Pedestrian program
118		Grade separations - rail and roads	Suggestion to broad or vague for a project. However, may be considered under Program Category #240386, Local Road Improvements Program, subject to further/future plans/studies, such as a Goods Movement Study
119		Quiet zones near heavy and commuter rail (UP, ACE, BART)	Also under subcategory Plan Implementation (10A) and Table 2 #171
120		Rail Safety (new program or local street safety)	May be considered under Program Category #240386, Local Road Improvements Program, subject to further/future plans/studies, such as a Goods Movements Study
121	in Fremont	Fremont @ Peralta (grade separation)	No sponsor identified.
122	in Fremont	SR 84 - Niles Canyon Rd (safety improvements)	There is a Caltrans project that is underway. No sponsor identified for future project.
124	in Oakland?	40th Street/Macarthur Road diet	May be included under Program Category #240386 Local Road Improvements Program

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

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#	Location / System	Name of the Program	Covered by/Response
125		Decoto Rd (congestion relief, safety)	Could be considered as part of a future corridor study as identified in Program Category #10
126		I-80 grade separations	Subject to further/future plans/studies, such as a Goods Movement Study
127		I-880 grade separations	Subject to further/future plans/studies, such as a Goods Movement Study
128		E. 14th corridor - Enhance safety	Could be considered as part of a future corridor study as identified in Program Category #10
5C. Streetscape improvements			
129		12th Street Improvements	Suggestion too broad, vague or infeasible, and no sponsor identified at this time.
130	in San Leandro	Downtown San Leandro bypass.	No sponsor identified.
5D. Coordination with Freeways - general and specific suggestions			
131		Better coordination between freeway and local streets	May be included under Program Category # 240386, Local Road Improvements Program.
132	in Alameda County	I-580 Fairmont Blvd Ramps	No sponsor identified.
133	in Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps	No sponsor identified.
5E. Complete Streets - general and specific suggestions			
134		Complete Streets - implementation	May be included under Program Category # 240386, Local Road Improvements Program.
135	in San Leandro	E/W mobility improvements (including pedestrian amenities) on San Leandro streets, especially along San Leandro Blvd/David and Nelson	No sponsor identified.
5F. Traffic calming			
136		Speed reduction (road)	May be included under Program Category # 240386, Local Road Improvements Program.
137		Traffic calming near schools	Subject to further/future plans/studies
5G. ITS/Signals			
138	in Emeryville?	3-way signal on San Pablo and Park Ave.	No sponsor identified.
139		ITS	May be included under Program Category # 240386, Local Road Improvements Program.
140		Signal synchronization	May be included under Program Category # 240386, Local Road Improvements Program.
141		Signal interconnect	May be included under Program Category # 240386, Local Road Improvements Program.
142		Signal timing for transit signal priority	May be included under Program Category # 240386, Local Road Improvements Program.
143		Traffic Signal System Upgrade	May be included under Program Category # 240386, Local Road Improvements Program.
144		Better signal timing/synchronization, especially at night and mid-day - roads	May be included under Program Category # 240386, Local Road Improvements Program.
145		Intelligent/Adaptive intersections.	May be included under Program Category # 240386, Local Road Improvements Program.
5H Signage			
146	in San Leandro	Wayfinding signage to destinations (San Leandro Marina) and transit - program	No sponsor identified.
6. Local Streets & Roads Operations & Maintenance (O&M)			
6A. Pavement Rehab			
147		Pavement rehabilitation - potholes, etc	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
148	in Berkeley	Repave Marin between Albany and Marin Circle	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
6B. Maintenance / Operations - general and specific suggestions			
149		Local street maintenance - funding for	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.

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

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS. They are listed by the program (sub)category they would fit under. See corresponding subcategories in Table 2 for submitted/representative projects.			
#	Location / System	Name of the Program	Covered by/Response
150		Arterials and local circulation - improve	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
151		Maintenance of local streets and roads.	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
152	in Dublin	Local Streets and Roads Maintenance Program	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
153	in Fremont	Local Street and Road Maintenance and minor improvement funding	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
154	in Fremont?	Decoto Road	Suggestion to broad, vague or infeasible for a project at this time.
155	in Livermore	Traffic Signal Op	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
156	in Newark	Maintenance Programs	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
157	in Newark?	Local streets: Thornton Ave and Peralta	No project sponsor identified.
158	in Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
159	in Oakland?	Perkins Street	No project sponsor identified.
160	in Oakland?	Upper Park (Leimert-Mountain)	No project sponsor identified.
123	in Oakland	Potholes at Telegraph/55th	May be included under Program Category #240387 Local Road O & M Program
161	in San Leandro	Traffic Signal System Upgrade	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
6C. ITS			
162		ITS O&M	May be included under Program Category #240387, Local Streets and Roads Operations and Maintenance (O&M) Program.
7. Highway, Freeway, Safety and Non-Capacity Improvements			
7A Interchange improvements			
163	in Fremont	I-680 /Auto mall	No project sponsor identified.
164	in Newark	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	No project sponsor identified.
165	in Oakland	I-580 Harrison (Oakland) Improvements	No project sponsor identified.
166	in Oakland?	I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes	No project sponsor identified.
7B Operations incl. ramp metering			
167		I-80 south interchange signage	No project sponsor identified.
168		I-880 Operations Improvements	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
169		Ramp metering - improve	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
7C Maintenance			
170		Maintenance of regional highways	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
171	in Fremont	I-680 pavement resurfacing south of Mission	No project sponsor identified.
7D Soundwalls			
172		Soundwalls	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
7E Freeway Service Patrol			
173		Freeway Service Patrol	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
174	for regional FSP	Each tow truck should have a wheelchair lift on it – include in expanded “Freeway Service Patrol” - accessible transportation	Comment will be forwarded to MTC
7F ITS			
175		Intergrated Corridor Mobility	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
176		I-80 improvements for greater freeway efficiency	May be included under Program Category #240388, Highway, Freeway, Safety and Non-Capacity Improvements Program
8. Bridge Improvements			
9. Transportation and Land Use Program (PDA/TOD Program)			
177		Supporting existing compact development and infrastructure - sustainability	Suggestion is too broad, vague or ifeasible for a project at this time. However, related projects may be Included under Program Category #240391, Transportation and Land Use Program

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#	Location / System	Name of the Program	Covered by/Response
178		TOD / PDA - implementation program	Suggestion is too broad, vague or ifeasible for a project at this time. However, related projects may be Included under Program Category #240391, Transportation and Land Use Program
10. Planning and Outreach			
10A Planning studies and implementation			
179		Regional gas tax - development of	Policy, not a project.
180		Equitable distribution of transit funding \$\$	Policy, not a project.
181		Transit agency mergers for efficiency	Not a project.
10B Promotion/outreach and education about transit, bike, walk, multimodal access			
182		Public awareness about public transit - increase	May be included under Program Category # 240392, Planning and Outreach Program
183		Education on transit use for parents and youth, including disabled youth.	May be included under Program Category # 240392, Planning and Outreach Program
184		Healthy living, walking, bike promotion	May be included under Program Category # 240392, Planning and Outreach Program and Program Category # 240381, Bicycle and Pedestrian Program.
10C Multi-lingual educational materials			
185		Multi-lingual access/education	May be included under Program Category # 240392, Planning and Outreach Program
186	in Oakland	Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods	No project sponsor identified.
10D School promotion			
187		Safe Routes to Schools - planning and outreach	Included under Program Category # 240392, Planning and Outreach Program
11. Transportation Demand Mgmt (TDM) and Parking Mgmt			
11A Parking programs			
188		Parking programs (demand mgmt, pricing, unbundling)	Subject to future plans/studies, such as a TDM/Parking Management Strategy
189		Parking system management - improvements	Subject to future plans/studies, such as a TDM/Parking Management Strategy
190	in Emeryville	Parking program	Subject to future plans/studies, such as a TDM/Parking Management Strategy
191	in Livermore	Parking structures at Greenville and Isabel.	No project sponsor identified.
11B Transit cards			
192		Clipper Cards - expand to include payment for taxi service	Comment will be forwarded to MTC
193		Pre-paid transit supporting TOD/employers	May be considered under Program Category #240391, Transportation and land Use Program.
11C School programs			
194		Crossing guard program	May be included under Program Category #240381, Countywide Bicycle and Pedestrian Program and #240393, TDM and Parking Management Program.
195		School buses	Included as part of Transportation Demand Management Program (category 11, RTP ID# 240393)
11D GHG reduction			
196		GHG reduction programs	Suggestion too broad or vague to include as a project. However, in general, included as part of several programs including Program Category #240381, Countywide Bicycle and Pedestrian Program, # 240382, Transit Enhancements, Expansion and Safety Program, # 240383, Transit and Paratransit Operations and Maintenance Program, Project #240391, Transportation and Land Use Program and #240393, and TDM and Parking Management Program
197		GHG reduction projects	Suggestion too broad or vague to include as a project. However, included as part of several programs including Program Category #240381, Countywide Bicycle and Pedestrian Program, # 240382, Transit Enhancements, Expansion and Safety Program, # 240383, Transportation and Land Use Program and #240393, TDM and Parking Management Program
11E Transportation Demand Management			

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#	Location / System	Name of the Program	Covered by/Response
198		Incentives for alternatives to driving	Suggestion too broad or vague to include as a project. However, included as part of several programs including Program Category #240381, Countywide Bicycle and Pedestrian Program, # 240382, Transit Enhancements, Expansion and Safety Program, # 240383, Transportation and Land Use Program and #240393, TDM and Parking Management Program
199		TDM program	Included as Program Category #240393, TDM and Parking Management Program
200		Employer- alternative work shifts	May be considered under Project #240393, TDM and Parking Management Program
11F Pricing programs			
201		Pricing - programs to induce behavior change	Subject to future studies/plans to develop projects as part of Program Category #240393, TDM and Parking Management Program
202		Congestion Pricing	Suggestion too broad or vague to identify a project. However, subject to future plans/studies, may be included as Program Category #240393, TDM and Parking Management Program, as well as ongoing through MTC's Express Lane Network (aka HOT lanes)
11G Shuttles, streetcars			
203		Shuttle service expansion	Subject to future plans/studies to develop projects under Program Category #240393, TDM and Parking Management Program
204		Shuttles for seniors	Subject to future studies/plans, such as development of a Transit Plan.
205		Deviated route shuttles	Subject to future studies/plans, such as development of a Transit Plan.
206		Shuttles developed in coordination w/ private institutions	Subject to future studies/plans, such as development of a Transit Plan.
207	in Fremont	City Center/Downtown Bus/Shuttle Circulator	Subject to future studies/plans, such as development of a Transit Plan.
208	in Berkeley	Shuttle from Berkeley Hills to Shattuck	Subject to future studies/plans, such as development of a Transit Plan.
209	In in Alameda	Shuttle Alameda to Oakland	Subject to future studies/plans, such as development of a Transit Plan.
210	in Oakland	Broadway Shuttle	This is an existing program
211	in Oakland	Create a free Eastmont [shuttle?]	Subject to future plans/studies/CBTP
212	in San Leandro?	Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely	Forward comment to the transit operator
213	in W. Oakland	BART Access Evening Shuttle - W. Oakland	Subject to future studies/plans, such as development of a Transit Plan.
214	in Alameda	Create an Alameda Point Shopper Shuttle on Weekends	Subject to future studies/plans, such as development of a Transit Plan.
215		Streetcar EBOT	Subject to future studies/plans, such as development of a Transit Plan.
11H Carsharing			
216		Subsidized Car Sharing	Subject to future plans/studies.
217		Auto Loan Program	Subject to future plans/studies. Also, maybe be considered under Program Category # 240384 Community-based Transportation Plans
218		Carsharing	Subject to future plans/studies.
11i Education and Marketing			
219	for MTC	511 (improve user-friendliness)	Will forward comment to MTC
220		Transit - Better PR/Marketing about the overall system	Will forward comment to MTC
11J Travel training			
221		Travel Training	May be included as Program Category #240393, TDM and Parking Management Program
12. Goods Movement			
12A Truck parking			
12B Port operations improvements			
222		Port operation - manage a queuing system for trucks	Subject to future plans/studies, such as a Goods Movement Study
223		Port - Demand responsive truck loading and unloading at the Port	Subject to future plans/studies, such as a Goods Movement Study
224		Port of Oak - change to 24 hr facility	Subject to future plans/studies, such as a Goods Movement Study

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#	<u>Location / System</u>	<u>Name of the Program</u>	<u>Covered by/Response</u>
12C Truck impacts to local streets - improvements for			
225	in Newark	Truck impacts on local streets (41)	Subject to future plans/studies, such as a Goods Movement Study
226		Address truck impacts on local streets	Subject to future plans/studies, such as a Goods Movement Study
12D Truck routing			
227		Truck congestion relief in neighborhoods	Subject to future plans/studies, such as a Goods Movement Study
228		Truck routing - improve	Subject to future plans/studies, such as a Goods Movement Study
229		Truck bypass in Central County to facilitate goods movement	Subject to future plans/studies, such as a Goods Movement Study
230		Truck Route Enforcement and Education	Subject to future plans/studies, such as a Goods Movement Study
12E Freight operations improvements (rail, roads, port)			
231		Goods movement/ truck technology	Subject to future plans/studies, such as a Goods Movement Study
232		Short Haul Rail improvements to reduce truck volumes on freeways	Subject to future plans/studies, such as a Goods Movement Study
233		Expand use of rail to and from Port of Oakland	Subject to future plans/studies, such as a Goods Movement Study
234		Truck Services at Oakland Army Base (ROW)	Subject to future plans/studies, such as a Goods Movement Study
235		Diesel Truck Replacement	Included under Project #240394
13. Priority Development Area (PDA) Support - Non-Transportation			
236		Infrastructure (utilities, communications)	Suggestion is too broad, vague or infeasible for a project at this time.
14. Environmental Mitigation			
237		Support urban growth boundaries	This is a policy suggestion, not a project
238		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts	Suggestion is too broad, vague or infeasible for a project at this time.
15. Transportation Technology and Revenue Enhancement			

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Note: The following letters will be placed on Alameda CTC letterhead and sent to the organizations that submitted comments.

Responses to Urban Habitat letter

The following are responses to the attached Urban Habitat letter submitted to Chair Green of the Alameda CTC on April 27, 2011, and which was discussed at the Steering Committee that same day.

As was noted by Lindsay Imai, Urban Habitat, who presented the letter to the Steering Committee on April 27th, many of the Goals and Principles outlined in the letter are captured in the vision and goals statements adopted by the Steering Committee for the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP). Therefore, the responses below focus on the project and program suggestions included in the letter. Each numbered response corresponds in order to the bulleted list in the letter.

Please refer to the master list of projects and programs submitted by public agencies for the Countywide Transportation Plan – Transportation Expenditure Program (CWTP-TEP), many of which support the projects listed below, in Agenda Item 2 under the Public Hearing portion of the May 26, 2011, Steering Committee meeting.

Projects and Programs

1. The Alameda CTC included supporting funding for transit operations in its vision and will do so to the maximum extent feasible in order to provide efficient and effective transit service frequencies and time-of-day coverage that can serve transit patrons in Alameda County. About 22% of current Measure B programmatic funds are earmarked for transit operations in the 2000 Measure B Expenditure Plan. For the reauthorization of the sales tax expenditure plan that is being considered, transit operations would also be included, although the amount or percentage of funding it would receive is still being determined.

While MTC is in the midst of developing the Transit Sustainability Project (TSP) to review operational cost savings and stabilization of revenue streams, the Alameda CTC is also considering developing a long-range transit plan for Alameda County within the near future. We anticipate that a plan tailored to Alameda County transit service needs will be necessary to supplement the findings of the TSP.

2. Transit operators in Alameda County offer discounts for seniors, disabled and youth/student passengers. Fares are set solely by transit operators. Many of the programs for seniors funded by the current half-cent sales tax measure are kept at very affordable rates and in some cases are offered for free.

3. The draft CWTP-TEP programs lists include a proposed program to provide free bus passes to middle and high school students in Alameda County.
4. All proposed projects and programs listed in adopted Community Based Transportation Plans (CBTP) are included the draft CWTP-TEP programs lists. The types of improvements include transit, bike, pedestrian, local roads/streetscapes, safety, education, outreach, and transportation demand management (TDM). To date, there are five CBTPs: City of Alameda, Central Alameda County, West Oakland, Central & East Oakland, South & West Berkeley.
5. The draft CWTP-TEP includes the implementation of the Countywide Bicycle and Pedestrian Plans, as well as the implementation of local bicycle and pedestrian plans to complete bicycle and pedestrian networks. Safe Routes to School is funded through Measure B through June 30, 2011, and thereafter funded through CMAQ funds and Measure B matching funds. Grade separation and rail crossing/safety projects are also included in the draft CWTP-TEP.
6. There are programs and projects proposed by various agencies in the draft CWTP-TEP that provide bus shelters and amenities, including AC Transit's BRT and Transit Priority Measures (TPM) for various corridors; Downtown Berkeley Transit Center; and LAVTA. Bus shelters can also be eligible and accommodated under the transit programs category.
7. Programs to address safety both on transit and as part of Complete Streets can be eligible and accommodated in the programs categories included in the programs lists. There are programs and projects proposed by various agencies in the draft CWTP-TEP that provide safety and security improvements for transit, including AC Transit, BART and ACE.
8. Healthy transportation choices are supported through various programs, including Active Transportation, Bike to Work Day, and walking promotion programs. We will continue to expand such programs through the CTWP-TEP through the TDM element.
9. One of the regional strategies for the Sustainable Communities Strategy (SCS) is to direct and focus future growth in Priority Development Areas, (PDAs), Growth Opportunity Areas (GOAs), and TODs (Transit-Oriented Development). The draft CWTP-TEP includes a Transportation and Land Use Program for projects/programs throughout Alameda County.
10. The draft CWTP-TEP programs list includes a Complete Streets program with projects submitted by local jurisdictions. In addition, many streetscape projects also overlap with or include Complete Streets strategies.

Transportation and Land Use

11. Restoration of transit operations to previous 'robust' levels of service is a critical issue that needs to be addressed, not only because it affects so many people in their daily mobility, but to support the growth of residents and workers in PDAs. See response #1. A mix of transportation improvements is essential to the ability to move people and goods throughout Alameda County. Per the current CWTP and TEP, there will likely be a mix of project and program types funded to support the multi-modal needs of Alameda County.
12. As part of the ongoing process to develop the CWTP-TEP, we are working with local jurisdictions and other stakeholders to figure out how to support communities which accommodate sustainable growth for their additional infrastructure needs, transportation and otherwise. Conditions for funding and implementing guidelines have not been addressed at this time.
13. The majority of the highway projects in the draft CWTP-TEP are for HOV/HOT lanes or interchange improvements. AC Transit's Bus Rapid Transit (BRT) and Transit Priority Measures (TPM) projects are focused in north and central county, which has a high concentration of transit-dependent and low-income residents.
14. Currently, the I-680 HOT lane revenues go back into the corridor to pay for corridor operations and transit services as funds are generated.
15. Regarding implementation of bicycle and pedestrian plans, please see #5 and #10.
16. The draft CTWP-TEP includes a Goods Movement program which includes truck routing and addressing truck impacts to local streets. We recently completed a truck study, and plan to do more studies in the future to address a broad range of freight-related issues.

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April 27, 2011

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Mark Green, Chair
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612
Submitted electronically

Adopting a Sustainable and Equitable Countywide Transportation Plan

Dear Chair Green and members of the Board,

Please accept this statement of recommended Principles, Policies and Programs for consideration within the Countywide Transportation Plan, the county's submissions to the Regional Transportation Plan and the Measure B expenditure plan.

These recommendations come from Urban Habitat and many of its partners that represent a range of interests and work with a diverse cross-section of Alameda County residents.

Our recommendations seek to focus future investments in transit, active-transportation choices and transit-oriented development such that we can meet our climate change goals, strengthen existing communities, improve air quality and health, and ensure equitable access to school, jobs and other opportunities for all residents –regardless of race or income.

We intend on sending an updated statement before your May 26th public hearing with additional co-signing organizations.

Thank you for consideration of these recommendations and feel free to contact us with questions or responses.

Warm Regards,

A handwritten signature in black ink that reads "Connie Malloy".

Connie Galambos Malloy
Director of Programs

Cc: Art Dao, Director, Alameda County Transportation Commission

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Principles and Policies for a Sustainable and Equitable Alameda Countywide Transportation Plan

Goals and Principles of a Sustainable and Equitable Transportation Plan:

We envision a countywide plan that creates a world-class transportation system that protects public health, our environment and improves the quality of life of all of Alameda County's residents, particularly those that are transit-dependent and have historically been least well served by our transportation system.

A world-class transportation system in Alameda County would:

- Promote public health, environmental health, and social equity;
- Clean our air, making it healthy for all by reducing air toxics generated by transportation-related sources, including diesel pollution, greenhouse gas emissions and other co-pollutants from cars, freight trucks, and buses, particularly in environmental justice 'hot spots, ensuring that no single community is disproportionately impacted by transportation-related pollution;'¹
- Provide affordable, safe and reliable transit access (including paratransit) to school, jobs, and other critical destinations, especially for low-income residents, youth, seniors, disabled and other transit-dependent people;
- Increase healthy, active transportation options such as biking, walking and transit, and reduce the need to drive by investing in bicycle and pedestrian infrastructure as well as transit operations;²
- Support focused growth in transit-rich areas without displacing existing residents or exposing them to additional diesel pollution and other air toxics, or without developing on natural lands;
- Stabilize and strengthen communities vulnerable to gentrification and displacement by protecting low-income households and existing market-rate and deed-restricted affordable housing stock near transit as well as through the creation of new affordable housing in transit-rich areas;
- Support the health, well-being and labor rights of transportation-related workers;
- Be planned and implemented in a fair and transparent manner, reflecting the input and needs of all residents; and
- Help us meet scientifically defined (by the IPCC) Greenhouse Gas emission reduction targets to prevent catastrophic and self-perpetuating climate change and simultaneously prepare Alameda County to adapt and build resilience for the ecological, social and economic hardships it will create.

¹ The Bay Area Air Quality Management District has identified CARE communities, which are communities that have high health-risks associated with concentrated air toxins. For more information, see: www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx

² In addition to reducing air pollution and its harmful effects on cardiovascular and respiratory health, active transportation choices encourage both children and adults to incorporate physical activity into everyday routines. Increased physical activity can reduce a number of chronic health risks such as obesity, diabetes, heart disease, cancer and depression.

Projects and Programs Prioritized within a Sustainable and Equitable Transportation Plan:

- Round-the-clock, frequent and reliable transit service (including Paratransit service), particularly in communities that depend on it most;
- Affordable transit fares for everyone, particularly youth, seniors, disabled and low-income individuals;
- Free bus passes to every middle and high school student in the county;
- Projects from Community Based Transportation Plans, which help meet the needs of the County's lowest income neighborhoods;
- Bicycle and pedestrian infrastructure and programs, particularly Safe Routes to Transit, Safe Routes to Schools, Cycles of Change "Bike go Round" program, and to close gaps in the urban bike/ped network ensuring safe passage over freeways, across railroad tracks, and along residential streets that are part of a designated truck route or have heavy diesel truck traffic;
- Safe and comfortable bus shelters in all communities;
- Programs to address safety on the street and on transit, including developing "A safe place for kids on the bus" which would provide a safe haven on the bus for youth that are trying to escape violence or a conflict and increased sheriff support for bus systems;
- Financial and social incentives that promote healthy transportation choices (walking, biking, transit etc) and that reflect the real cost of single-occupant driving to taxpayers and the environment without unfairly burdening poor drivers who have no transit options;
- Programs to support mixed-income Transit-Oriented Development that brings new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, without displacing existing residents and without negatively impacting residents from freight transportation or additional diesel emissions, complemented by investments to help protect the region's valuable natural areas from poorly planned development; and
- A Complete Streets Program where bicycle, pedestrian, and transit are integrated into all aspects of transportation planning, from needs assessments, planning, design, environmental review, construction, operation and maintenance.

Transportation and Land Use Policies Essential to a Sustainable and Equitable Transportation Plan and Consistent with the Goals of SB375:

- Fully fund the operations of the existing transit system - cover all transit operations shortfalls to restore service at least back to the same amount of service hours as existed pre-recession (2009) - and increase funding to enable local bus and train operators to operate at "full capacity." Shift capital funds for highway expansion and new transit projects, that are not cost-effective or equitable, to transit operations to the maximum extent legally feasible.
- Reward communities that accommodate new growth in sustainable and equitable ways with a greater share of the County's limited transportation funding. Condition funding for maintenance of local streets and roads and transit-oriented development infrastructure on adoption and implementation of affordable housing and anti-displacement measures as well as local pollution mitigation measures.
- Build no highway expansions and only build cost-effective transit capital expansions that have pre-identified operations funding, and only after funding has been maximized to support existing transit. Transit expansion should not induce sprawl and should be prioritized for filling gaps in the transit network serving low-income communities and communities with high transit-dependence.

- Any road pricing programs (like High Occupancy Toll lanes) should not increase highway capacity and should generate revenue for transit and to mitigate impacts on low-income residents.
- For bicycle and pedestrian projects, understanding that implementation of adopted bicycle and pedestrian plans has an overall benefit to the transportation system; as a whole, these plans improve access and mobility even though certain streets may be impacted by specific bike/ped projects.
- To reduce impacts of diesel pollution on neighborhoods and communities, the county should adopt a policy to limit truck idling to one minute or less and review truck routes to minimize pollution exposure in neighborhoods most impacted by truck traffic and multiple sources of pollution.

We, the undersigned organizations support the aforementioned Principles, Programs, Projects and Policies for adoption within the Alameda County Transportation Plan and for consideration for the County's submittal to the Regional Transportation Plan as well as for consideration in the development of the Expenditure Plan for the Measure B Sales Tax reauthorization.

ORGANIZATIONAL Sign-ons

- Alameda County Community Food Bank
- Asian Pacific Environmental Network (APEN)
- Asian Pacific Islander Youth Promoting Advocacy and Leadership (AYPAL)
- Building Opportunities for Self Sufficiency (BOSS)
- Communities for a Better Environment (CBE)
- Center for Progressive Action
- Californians For Justice
- East Bay Bicycle Coalition
- Ella Baker Center for Human Rights
- Genesis
- HOPE Collaborative
- Pueblo
- St. Mary's Center
- TransForm
- United Seniors of Oakland and Alameda County
- Urban Habitat
- Walk Oakland Bike Oakland (WOBO)

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May 17, 2011

Dave Campbell
East Bay Bicycle Coalition
P.O. Box 1736
Oakland CA 94604

Dear Dave:

Thank you for your comments on the Countywide Transportation Plan-Transportation Expenditure Program (CWTP-TEP) Update/ Regional Transportation Plan (RTP) Call for Projects.

The Alameda CTC strongly encourages and supports biking and walking for everyone in Alameda County. In the previous (2008) Countywide Transportation Plan, and the Measure B Expenditure Program, over \$397 million was distributed to bike and pedestrian projects/ programs. We anticipate that funding for bike and pedestrian projects and programs will be increased in this upcoming update.

The CWTP-TEP/RTP will include two lists: a Projects List (individual projects); and a Programs List, with fifteen program categories. The Bicycle and Pedestrian Program is one of those program categories, and will include implementation of improvements listed in the Countywide Bicycle and Pedestrian Plan, as well as local bicycle/pedestrian plans. Other bicycle and pedestrian improvements will also be installed through other program categories, such as the Local Streets and Roads Improvements, Transportation and Land Use (or PDA Program), Community-Based Transportation Plan Implementation, and Transportation Demand Management.

At this point, the proposed CTWP Bicycle and Pedestrian Program includes specific projects submitted by sponsoring agencies, as well as archetypes of improvements such as 'Bay Trail gap closures', 'sidewalks', etc. Project sponsors will define for location, scope and cost for specific improvements over the 25-year CWTP horizon. As such, the entire CWTP Bicycle and Pedestrian Program has been submitted to MTC for the RTP update/evaluation as a single 'line-item' (RTP ID# 240381).

While some project sponsors have completed RTP applications for specific bike/pedestrian projects and submitted them to the Alameda CTC, those applications have not been individually forwarded to MTC, but are incorporated by reference in RTP ID# 240381. See Attachment A (Table 2) for the complete listing of bike/pedestrian projects that were submitted as an attachment to the RTP #240381 application. As bicycle/pedestrian improvements are considered to have no negative air quality impacts, they need not be

modeled for the RTP. Information from the cities' RTP applications will be used by Alameda CTC for the CTWP-TEP evaluation process.

Note that some projects listed in Attachment A do not currently have a specific project sponsor; those projects have been included based on the assumption that eventually they will be sponsored and implemented by a local agency. Also, note that projects that have not been submitted as an RTP application by a sponsor are not precluded from the CWTP-TEP.

Please also keep in mind that the 2006 Countywide Bicycle and Pedestrian plans are being updated. When those plans are finalized, the improvements included in those plans will be included the CWTP-TEP Bicycle and Pedestrian Program.

With respect to the fifteen projects which EBBC has prioritized as mentioned in your letter, their current status in the CWTP-TEP process is as follows. See Attachment A for details on the numbered references.

1. Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMPSS) Project in Oakland – Attachment A: Included as #37.
2. Lake Temescal Path to Tunnel Road Bridge in Oakland – Attachment A: Included as # 199 /RTP ID 230171
3. Coliseum BART to Bay Trail in Oakland – Attachment A: Included as #110. This is listed under the Community-Based Transportation Program, instead of Bike and Pedestrian Program.
4. Broadway bike Lanes/Keith intersection improvements (Keith to 580) – Attachment A: Included as # 199 /RTP ID 230171
5. Buchanan Street Bike Connection to the Bay Trail in Albany – This project is funded through an existing CMAQ grant.
6. Ninth St. Bicycle Boulevard Connection to Bay Trail in Albany – This project is under consideration for the local bike plan update that is underway. If included in the local bike plan, it will be considered included in the CWTP.
7. Dumbarton Bridge Link in Union City - Attachment A: Included as #32 (RTP ID# 240288). The City of Newark is the sponsor.
8. East Bay Greenway Oakland to San Leandro – Attachment A: Included as #2 (RTP ID #240347) and #7 (RTP ID 240322)
9. Fremont Blvd to Dixon Landing in Fremont – Attachment A: Included under the CWTP Project list instead of the Program list (RTP ID 21482)

10. Bike/ped bridge over Tennyson from Nuestro Paracito to the South Hayward BART station - Attachment A: Included as #8.

11. Cannery Bike/Ped Bridge in Hayward- Attachment A: Included as #29 (RTP ID #240016)

12. Iron Horse Trail Connection through Hacienda Business Park in Pleasanton – No sponsor has submitted this project as of yet.

13. Alamo Creek Canal connection under I-580 in Dublin/Pleasanton – Attachment A: Included as # 325.

14. Gateway Park connection to the East Span of the Bay Bridge – Included in the 2006 Countywide Bicycle Plan.

15. Estuary Crossing between Oakland and Alameda. - Attachment A: Included under Bridges (category 8), # 235 – 237.

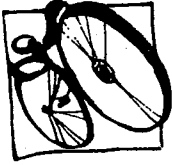
If you have any other questions or comments, please contact Saravana Suthanthira at (510) 208-7426

Sincerely,

Beth Walukas
Deputy Director of Planning
Alameda County Transportation Commission

Attachment A: Table 2 – Programs submitted by Public Agencies for CWTP-TEP

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EAST BAY BICYCLE COALITION
P.O. BOX 1736 OAKLAND CALIFORNIA 94604
2208 SHATTUCK AVE BERKELEY BIKE STATION

April 13, 2011

Tess Lengyel
Programs and Public Affairs Manager
and
Beth Walukas
Planning Manager
Alameda County Transportation Commission
1333 Broadway
Oakland CA 94612

Re: Regional Transportation Plan Call for Projects/Countywide Transportation Plan Update

Dear Ms. Lengyel and Ms. Walukas:

Bicycling is an economical and environmentally friendly form of transportation for Alameda residents and in fact more and more Alameda residents are choosing to ride as part of their everyday trips. The East Bay Bicycle Coalition has over 2300 members in the East Bay and our members want to see Alameda County continue to make significant improvements to its bikeway network. We need make the commitment of limited transportation funds towards priority projects that are consistent with our County goals of reducing congestion, improving access for all users, making our transportation safe, and generally encouraging walking, bicycling and transit. Public polling consistently shows support for these goals.

As part of the Regional Transportation Plan Call for Projects, the East Bay Bicycle Coalition has discussed with our membership the 'big ticket' bikeway projects that are needed in Alameda County. From this process, we have developed a list of important bikeway projects that need to be listed, funded and implemented as part of the Countywide Transportation Plan update, just as other large capital projects are included in the Plan. We are specifically requesting that our projects be included in the Project List for Alameda County to be submitted to the Metropolitan Transportation Commission by the end of April as part of the Regional Transportation Plan update. We feel it is critical that these bikeway projects be evaluated as part of the performance analysis to be done by the Metropolitan Transportation Commission, so that the County, and the Bay Area region as a whole can make informed decisions about our transportation priorities.

Here is our list of Bikeway Projects:

1. LAMPPS Project in Oakland — *what is this*
2. Lake Temescal Path to Tunnel Road Bridge in Oakland
3. Coliseum BART to Bay Trail in Oakland
4. Broadway Bike Lanes/Keith intersection improvements (Keith to 580)
5. Buchanan Street Bikeway Connection to the Bay Trail in Albany
6. Ninth St Bicycle Boulevard Connection to Emeryville: Phase 2
7. Dumbarton Bridge Link in Union City
8. East Bay Greenway: Oakland to San Leandro
9. Fremont Blvd to Dixon Landing in Fremont
10. Bike/Ped bridge over Tennyson from Nuestro Paracito to the South Hayward BART station
11. Cannery Bike/Ped Bridge in Hayward
12. Iron Horse Trail Connection through Hacienda Business Park in Pleasanton
13. Alamo Creek Canal Connection under I-580 in Dublin/Pleasanton
14. Gateway Park connection to the East Span of the Bay Bridge
15. Estuary Crossing between Oakland and Alameda

These bikeway projects connect with the Priority Development Areas identified by ABAG for growth opportunity areas and provide easy access to Alameda's major transit network. There certainly are many additional important bikeway projects in Alameda County that need to be implemented and we have been encouraging cities in Alameda County to submit their own 'big ticket' bikeway projects in the update to the Countywide Transportation Plan. We appreciate each City that has done so or is planning on doing so and we look forward to providing additional input at the upcoming public workshops on this process on all transportation projects being considered in the Plan update.

MTC and ABAG modeling show that injuries and fatalities from collisions, including cyclists and pedestrians, are predicted to go up 21 percent, rather than decrease by 50 percent which is the region's goal. This is due to increased driving within the region as well as an increase in number of people walking and cycling. Clearly, we need to prioritize investments in walking and cycling infrastructure, including regional bikeways and safe routes to schools and transit, to reduce injuries and make our communities safer for walking and cycling. Thank you in advance for taking our list of bikeway projects into consideration.

In addition, we want to ensure that all transportation projects submitted by the cities include appropriate bikeway improvements. As you know, the most cost-efficient way to implement the Countywide Bicycle Plan is to incorporate bikeway projects into the capital improvement program of the County. Doing so will also be an integral part of the Sustainable Communities Strategies that the County is currently developing. Please direct staff to review all submitted projects from Alameda cities/agencies, for their inclusion of appropriate bikeway improvements—especially for bikeway projects listed in the Alameda Countywide Bicycle Plan.

Thank you again for your consideration of these concerns and we look forward to working with your staff on the Countywide Transportation Plan update. If you have any questions, please do not hesitate to contact me.

Cordially yours,

A handwritten signature in black ink that reads "Dave Campbell". The signature is written in a cursive style with a large, stylized "D" and "C".

Dave Campbell
Program Director
510.845.7433
Cell: 510.701.5971
email: dave.campbell@ebbc.org

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May 11, 2011

Re: Niles Canyon Safety Project

Dear Concerned Resident of Alameda County:

Thank you for your comments on the Nile Canyon Road Project.

The Alameda CTC has heard from members of the public both in support and in opposition to the project, as part of the outreach process for the development of the Countywide Transportation Plan-Transportation Expenditure Program (CWTP-TEP) since the beginning of the year. We are required to consider each project suggested for the 25-year CWTP-TEP, whether the suggestion came from a public agency or a member of the public.

For a proposed project to be included in the CWTP-TEP, it must be submitted by a public agency sponsor for evaluation. No public agency submitted a Niles Canyon Road project for consideration, so it is not being carried forward in the CTWP-TEP as of now.

There is an ongoing State Route 84 Niles Canyon Safety Improvements project which is managed and implemented by Caltrans. See the project website for more details.

<http://www.dot.ca.gov/dist4/nilescanyon/>

The Alameda County Transportation Commission (Alameda CTC) has no involvement or role in the funding or implementation of the ongoing Caltrans project. If you have comments or questions regarding the ongoing Caltrans project, please contact Caltrans directly.

Sincerely,

Alameda County Transportation Commission

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List of Committed Projects for the 2012 CWTP / RTP

Index	RTP ID	Sponsor	Project/Program Title	Project Cost (\$ in millions)	Current Project Phase	
					Env Certified by May 1, 2011	Project Complete
1	22777	ACTC	I-580 on- and off-ramp improvements in Castro Valley	30.95		X
2	21116	ACTC	Widen I-580 for HOV and Aux Lanes Eastbound from Hacienda Rd to Greenville Rd and Westbound from Greenville Road to Foothill/San Rd	291.3		
			<i>E/B aux lane segment between El Charro and Airway in Con.</i>		X	
			<i>EB HOV</i>			X
			<i>I-580 W/B aux lane segment between Airway and Fallon in PSE.</i>		X	
			<i>WB HOV</i>		X	
3	21456	ACTC	<i>I-580 W/B aux lane segment between Santa Rita and El Charro</i>			X
4	230221	ACTC	I-80 Integrated Corridor Mobility (ICM) Project	69.1	X	
5	22991	ACTC	Widen I-680 for southbound HOV/HOT lane from SR-237 to SR-84 (includes ramp metering and auxiliary lane)	223		X
6	22769	ACTC/Caltrans	I-880/23rd/29th Interchange	102	X	
7	21101	Alameda	Stargell (formerly Tinker) Avenue from Webster Street (SR-260) to 5th Avenue	14.8		X
8	21133	BART	New West Dublin/Pleasanton BART Station	53		X
9	21131	BART	BART-Oakland International Airport Connector	484.1	X	
10	21132	BART	Warm Springs Extension	890	X	
11	22056	Berkeley	Ed Roberts Campus at Ashby BART Station	11.2		X
13	22013	Caltrans/ACTC	I-580 Eastbound Truck Climbing Lane	64.2	X	
14	94514	Caltrans	I-880/SR-92 Interchange Improvements	167.3		X
15	94030	Caltrans	Reconstruct I-880/SR-262 interchange and widen I-880 from SR-262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	162.6		X
16	22670	Caltrans	Widen I-880 for SB HOV lane from Hegenberger Road to Marina Boulevard (reconstruct bridges at Davis Street and Marina Boulevard)	109.4	X	
17	21455	Caltrans	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes; auxiliary lanes on I-880 between I-238 and "A" Street	108		X
18	21125	Caltrans	SR-84 WB HOV lane extension from Newark Boulevard to I-880.	5.6		X
19	22990	Fremont	SR-262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation)	58.14	X	
20	21114	Fremont	Washington/Paseo Padre Parkway Grade Separation	72.4		X
21	22063	Hayward	SR-238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	118.7	X	

Index	RTP ID	Sponsor	Project/Program Title	Project Cost (\$ in millions)	Current Project Phase	
					Env Certified by May 1, 2011	Project Complete
22	21093	Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets	27.5	X	
23	230160	LAVTA	Livermore/Dublin Bus Rapid Transit Project	3.4		X
24	230132	Livermore	Isabel Avenue/I-580 interchange Phase II	30	X	
25	21105	Livermore	I-580/Isabel interchange improvements, Phase 1	153		X
26	240235	Oakland	MacArthur BART PDA Transit Enhancement	13.5	X	
27	21489	Pleasanton	I-580/San Ramon Road/Foothill Road Interchange Improvements	3.6	X	
28	21472	Pleasanton	I-680/Bernal Avenue Interchange Improvements	4	X	
29	21466	San Leandro	Washington Avenue/Beatrice Street Interchange Improvements	1.4		X
30	240269	San Leandro	Downtown San Leandro TOD	10.4	X	
31	21451	San Leandro	E. 14th St at the Hesperian Blvd/150th Avenue.	6.6	X	
32	21123	Union City	Union City Intermodal, Phase 2	25.5	X	
33	94506	Union City	ACTA East West Connector (formerly SR84) between Mission Boulevard in Union City and I-880 in Fremont	190	X	
34	94012	Union City	Union City Intermodal Station (Phase 1)	57	X	



**Countywide Transportation Plan Update and Transportation Expenditure Plan
Development Steering Committee Meeting Minutes
Thursday, April 28, 2011, 12:00 p.m., 1333 Broadway, Suite 300, Oakland, CA**

Attendance Key (A = Absent, P = Present)

Members:

 P Mayor Mark Green, Chair

 A Director Greg Harper

 P Councilmember Kriss Worthington,
Vice-Chair

 P Councilmember Olden Henson

 P Councilmember Ruth Atkin

 A Mayor Jennifer Hosterman

 A Director Tom Blalock

 P Mayor Marshall Kamena

 P Vice Mayor Suzanne Chan

 A Councilmember Rebecca Kaplan

 P Supervisor Scott Haggerty

 P Supervisor Nate Miley

 P Councilmember Larry Reid

Staff:

 P Arthur L. Dao, Alameda CTC Executive
Director

 P Gladys Parmelee, Clerk of the Commission

 P Tess Lengyel, Deputy Director of Policy,
Public Affairs and Legislation

 P Angie Ayers, Acumen Building Enterprise,
Inc.

 P Beth Walukas, Deputy Director of Planning

 P Geoffrey Gibbs, Legal Counsel

 P Zack Wasserman, Legal Counsel

Guest(s): Please see the attached attendee list.

1. Welcome and Call to Order

Chair Mark Green called to order the Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee meeting at 12:10 p.m.

2. Public Comment

There were no public comments.

3. Approval of March 24, 2011 Minutes

Councilmember Olden Henson moved to approve the March 24, 2011 minutes as written. Councilmember Kriss Worthington seconded the motion. The motion carried unanimously (7-0).

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the CWTP activities since the last meeting. She informed the committee that the first round of public meetings was complete as of March 24. She stated that the call for projects and programs closed on Tuesday, April 12. She mentioned that Alameda CTC reviewed approximately 300 applications over a two-week period. Alameda CTC staff has done more work coordinating with the planning managers for projected growth and housing in Alameda County. Work has also begun on the

Transportation Expenditure Plan (TEP) financials and the development of parameters for consideration in the development of the TEP. This information will be presented to the committee in May. Tess mentioned that Supervisor Haggerty and Supervisor Lockyer will host a Sustainable Communities Strategy Leadership Summit on May 14 at the Sunol Golf Course. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are hosting a meeting in Alameda County on May 19 at the David Brower Center in Berkeley. She stated that people must RSVP to attend.

5. Combined Presentation on Polling and Outreach Results

Tess Lengyel stated that Joan Chaplick with MIG and Alex Evans with EMC Research, Inc. would present the overall outcomes from the outreach and polling to highlight commonalities and differences in public perception and public responses to the two different methods of public feedback. The following are findings from the outreach process and polls that are similar:

- Road quality and maintenance are crucial.
- Public transit is a high priority, including keeping it affordable and available for those who need it.
- Finding ways to reduce traffic/Vehicle Miles Travelled is important.
- Air quality and public health improvements can come from transportation improvements.

The following are findings from the outreach process and polls that are different:

- Eco-pass program
 - Outreach participants were vocal and clear about its importance.
 - Poll respondents placed a greater emphasis on keeping public transit affordable for those who need it.
- Maintenance versus expansion
 - Poll respondents placed almost equal priority on both road and transit maintenance, while transit expansion is farther down the list.
 - Online outreach participants placed a premium on expanding transit services.

Questions/feedback from the members:

- Results of the outreach indicate that more effort must be placed on engaging Spanish and Asian Pacific populations in Alameda County. Joan stated that translated materials are available for the Spanish-speaking community; however, it was difficult to get people to administer the toolkit in the community. The only members that could administer the toolkit were the Alameda CTC community advisory committees, CAWG, and TAWG. She stated that for the next round of outreach, Alameda CTC will do more work upfront to reach the Spanish and Asian Pacific ethnic groups.
- Regarding the slide showing trade-offs, a member requested an explanation for maintaining streets, roads, and highways versus expanding transit service and reliability. Alex stated that the poll showed more support for existing service maintenance versus restoring and expanding service.

- Members asked how the differences between the outreach and polling can be reconciled. Joan stated that the differences will be noted but not reconciled. The outreach and poll questions were not asked in the same way, and the methodologies for receiving feedback were very different.

6. Approval of Draft Projects and Programs List

Beth Walukas informed committee members that they have handouts for: 1) A memo seeking approval of the Regional Transportation Plan (RTP) and the Countywide Transportation Plan (CWTP) draft projects and programs lists; 2) a letter from Urban Habitat stating concerns regarding adopting a sustainable and equitable CWTP.

Beth gave a presentation on the call for projects and programs draft lists. She stated that the purpose of the presentation is to:

- Provide an overview of the Regional Transportation Plan (RTP) and its relationship to the Countywide planning processes.
- Summarize the call for projects programs process and outcomes.
- Receive an approval on the draft projects and programs lists for the RTP and the CWTP.
- Highlight the next steps.

Public Comments on agenda item 6:

Members from the public attended the meeting and provided public comments supporting the letter/platform from Urban Habitat detailing principles and policies for a sustainable and equitable Alameda Countywide Transportation Plan.

- *Michael Diehl with Building Opportunities for Self Sufficiency in Berkeley (BOSS)* stated that he works with low-income and homeless people. Many of them are dependent on the bus and are concerned about fare increases and the decrease in service levels. Michael stated that he often finds that the bus service is unreliable, and people who have jobs are late and/or unable to get to work. The CWTP needs to ensure that bus lines continue. He is concerned about health issues and the impact of congestion from cars and trucks. Also, the county needs more social equity regarding funding distributions.
- *Lindsay Imai with Urban Habitat* presented the letter/platform from Urban Habitat, which was co-developed in partnership with community-based organizations and environmental groups. Lindsay stated that this platform has an over-arching set of principles, policies, and programs that will help to achieve an equitable Regional and Countywide Transportation Plan. The letter supports the goals adopted by the Alameda CTC and MTC, and provides ideas on how to achieve the goals. The supporters are hopeful about the opportunity that Senate Bill 375 (SB 375) presents to the community to change the way people travel, to shift the emphasis and funding from single-occupancy vehicles, to sustain the transit system to keep it equitable and affordable, and to create active choices by making cycling and walking safer. Lindsay requested that the Steering Committee take the recommendations outlined in the letter from Urban Habitat seriously.

- *Karen Smulevitz with United Seniors of Oakland and Alameda County (USOAC)* indicated that USOAC has endorsed the proposal from Urban Habitat. She encouraged the Steering Committee to use the recommendations from Urban Habitat as a guideline to plan for the transportation issues. Karen is a transit-dependent person and is in favor of funding and improving transit versus widening the freeways. In light of SB 375, the county has a great opportunity to improve the health of all people in Alameda County.
- *Michele Jordan with Genesis* stated that Genesis participated in developing the letter with Urban Habit and fully supports its proposals. SB 375 is a great opportunity to get people out of their cars. The eco-bus pass will help to generate a new generation of bus riders.
- *Mahasin Abdul-Salaam with Genesis/Transportation Justice Working Group* stated that she was pleased to see the interest that the poll and outreach generated in the eco-bus pass program. She was encouraged by the response from the poll on keeping transportation affordable for youth and seniors.
- *Gabrielle Miller with Genesis* addressed the downward spiral of transportation, especially transit, in the last year. Gabrielle wants to see the restoration of the bus service. She stated that if the economic needs of Alameda County are addressed, transportation will improve.
- *Paula Beal with HOPE Collaborative* encouraged the committee to not forget the low-income residents in the planning process. Paula requested to not increase the transit fares and to keep transit accessible and affordable.
- *Carmen Angelandretti with BOSS and Community Organizing Team (COT)* requested more funding for AC Transit and other public transportation services throughout Alameda County.
- *Alma Blackwell with HOPE Collaborative* mentioned that two hotels near West MacArthur were purchased by BART for transit-oriented development. She spoke on behalf of low-income people regarding housing not being maintained in that area or it doesn't remain affordable, and she is interested in keeping housing affordable in this neighborhood.
- *Molly Rouse a resident of the City of Alameda* stated that she is a disabled youth who can't get a driver's license due to her disability. Cuts to transit will make it difficult to get to school. She represents people such as herself who are concerned about transit receiving funds to restore services.
- *Betty Mulholland a resident of the City of Oakland* requested that Alameda CTC consolidate the projects and programs lists by area and cost so the public can ensure the money is equally divided by the planning areas in Alameda County. Beth stated that this will be done by Alameda CTC and presented at the May meetings.

The Steering Committee members agreed that they share the sentiment of the speakers to ensure that public transit and programs have funding; however, it was also stressed how important it is to balance the projects and programs to meet the needs of the entire county. As policy makers, the goal is to ensure countywide support for all components for the Countywide Transportation Plan.

Supervisor Nate Miley made a motion to approve the RTP and CWTP-TEP project and program lists. Councilmember Olden Henson seconded the motion. The motion passed unanimously (9-0). The Steering Committee also requested that staff look at projects, programs, and policies that address the letter/platform from Urban Habitat and include the findings in staff's response to the organization(s).

7. Approval of Methods for Packaging Transportation Projects and Programs for CWTP and Discussion of Land Use Scenarios

Steve Decker of Cambridge Systematics presented to the committee the project-screening criteria, which Alameda CTC used to evaluate projects and programs and sort them into regional and non-regional lists. He mentioned that the screening assisted with sorting projects and programs into packages. Bonnie Nelson gave a presentation on proposed package themes for projects and programs. The packaging process will allow Alameda CTC to incorporate projects and programs into specific types of packages for evaluation using the performance measures. Bonnie stated that the purpose of developing packages is to see how investments in each corridor in the county perform differently. The goal is to have high-performing packages that will enable Alameda CTC to eventually come up with a preferred package that best meets the vision and goals. She explained the five packages in detail as listed in the presentation. She mentioned that results of the packages will come back to the committee later this summer.

Questions/feedback from the members:

- What process do we need to determine the relative weight of the goals? Staff stated that a scoring or weight factor has not been established. The time to do that is during the performance review phase. Part of the process is to determine how the projects perform so staff can go through the evaluation process. When this process is done again, staff will look at scoring and weighing the goals and will bring this back to the committee in July.
- A committee member requested to see air quality in the screening process. Staff stated that a detailed analysis will occur to cover emissions and a variety of other performance targets.
- When all projects were submitted, did Alameda CTC cut any of them? None of the projects were eliminated. Preliminary analysis is in progress, and staff will bring information back to the committee in May.

The committee members discussed their concerns about testing the packages using 40 to 60 percent for capital projects (at least 60 percent of this package will be spent on capital projects) and using 60 to 40 percent for maintenance/operations (at least 60 percent of the total cost of this package will be spent on programs).

Committee members suggested to include an option using 35 to 65 percent and 65 to 35 percent to evaluate/model the packages. Chair Green requested staff determine if Alameda CTC can make this change at this point in the process. Staff responded that they can use one pair of percentages now, and use the other percentages in August. The Steering Committee

agreed by consensus that staff will use the 60 to 40 percentages now and different percentages in August.

Supervisor Scott Haggerty made a motion to approve the methods for packaging transportation projects and programs for the CWTP. Councilmember Olden Henson seconded the motion. The motion passed unanimously (9-0).

8. Discussion on Transportation Issue White Papers and Best Practices

Bonnie Nelson led the discussion on the transportation issue papers and best practices. She stated that the issue papers are intended to look at what others are doing nationally and internationally and to highlight key issues in the development of the CWTP-TEP. Bonnie stated that the purpose of the issue papers is to provide additional information to spur ideas in the development of the plans. She stated that benefits have already been received from these papers, in terms of using them to evaluate the current list of projects and programs.

Bonnie mentioned that comments from a TAWG member with the City of Alameda requested that Alameda CTC add a discussion on cap and trade on trip allowances to the Transportation Demand Management and Parking Maintenance Paper. AC Transit also submitted a letter stating that the Transit Sustainability and Integration Issue Paper promote fragmentation rather than integration.

Public Comments:

Chris Peoples resident of the City of Oakland stated that even though he usually represents AC Transit, he is not representing it today. Chris said that the transit paper appears to be anti-AC Transit and anti-union. He mentioned that the shuttle drivers in Alameda County do not have the appropriate licenses to transport passengers and the quality of driving does not suit the shuttle services. Chris said that people do not understand how AC Transit is attempting to reduce costs. During the union negotiations, AC Transit won, but this came at a great expense to the unionized employees. Papers like this imply that transit agencies should take more from the employees.

David Lyons a 31-year transit operator with AC Transit stated that the fastest-growing cost at AC Transit is the cost of health care, which has increased 400 percent in the last 12 years. He stated that there has been nothing to suggest how to deal with the increasing cost of health care. Private operators from Union City to West County do not currently make a living wage. Do you want stressed transit operators driving without concern for the safety of passengers? He also stated the \$1.75 surcharge to transfer from BART to AC Transit is difficult for passengers.

9. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps

No updates

10. Member Reports

None

11. Staff Reports

None

12. Other Business

Ruth Atkin stated that in reviewing the transportation issue papers, she noticed that the case studies addressed many items she had never considered before and that they were useful.

13. Adjournment/Next Meeting

The meeting adjourned at 2:15 p.m. The next meeting is on May 26, 2011 at 12 p.m.

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**ALAMEDA CTC CWTP-TEP Meeting
April 28, 2011
1333 Broadway, Suite 300, Oakland, CA 94612**

JURISDICTION/AGENCY	MEMBERS	SIGNATURE
City of Union City	Mark Green, Chair	
City of Berkeley	Kriss Worthington	
City of Emeryville	Ruth Atkin	
BART	Thomas Blalock	
AC Transit	Greg Harper	
Alameda County	Scott Haggerty	
	Nate Miley	
City of Hayward	Olden Henson	
City of Pleasanton	Jennifer Hosterman	
City of Livermore	Marshall Kamena	
City of Oakland	Larry Reid	
	Rebecca Kaplan	
City of Fremont	Suzanne Chan	
JURISDICTION/AGENCY	ALTERNATES	SIGNATURE
City of Alameda	Beverly Johnson	
City of Dublin	Tim Sbranti <i>Don Biddis</i>	
City of Newark	Luis Freitas	
City of Albany	Farid Javandel	
City of San Leandro	Joyce Starosciak	
Legal Counsel	Geoffrey Gibbs - GLG	
	Zack Wasserman - WRBD	
Alameda CTC Staff		
Executive Director	Arthur L. Dao	
Programs & Public Affairs Manager	Tess Lengyel	
Manger of Planning	Beth Walukas	
Clerk of the Commission	Gladys V. Parmelee	
Program Management Team Staff	Angie Ayers	

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STAFF	Initials	STAFF	Initials
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	
Matt Todd - Manager of Programming		Anees Azad – Manager of Finance & Admin.	
Ray Akkawi – Manager of Project Delivery		Lei Lam – Senior Accountant	
Cyrus Minoofar - Manager of ITS		Linda Adams – Executive Assistant	
Yvonne Chan – Accounting Manager		Bijan Yarjani – Senior Transportation Engineer	
Christina Muller –Administrative Manager		Jacki Taylor – Programming Liaison	(J.T.)
Saravana Suthanthira, Senior Transportation. Planner	<i>SS</i>	Laurel Poeton – Engineering Assistant	(L.P.)
Diane Stark, Senior Transportation Planner		Victoria Winn – Administrative Assistant III	
Steve Haas – Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	
John Hemiup – Senior Transportation Engineer		Libby Hendrickson - Administrative Assistant II	
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	Myrna Portillo - Administrative Assistant I	
Liz Brazil – Contracts Administrator		Frank R. Furger – Executive Director, I-680 JPA	
		James O'Brien	

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <i>City of Berkeley</i>		<i>510 981 7150</i>	
2. <i>Don Francisco - Hayward</i>		<i>510-583-4781</i>	<i>don.francisco@hayward-ca.gov</i>
3. <i>Nathan London</i>		<i>510-891-4792</i>	<i>NLondon@acttransit.org</i>
4. <i>Gary Wolff / stopwaste</i>		<i>510 891 6500</i>	<i>gwolff@stopwaste.org</i>
5. <i>Emily Duncan - Union City</i>		<i>510-471-9454</i>	<i>emilyd@sbeglobal.net</i>
6. <i>BARRY FERRIER</i>	<i>ACTC-CAC</i>	<i>510 489-4767</i>	<i>Bferrier@cs.com</i>
7. <i>Donna Lee</i>	<i>BART</i>	<i>(510) 464-6282</i>	<i>dlee@bart.gov</i>
8. <i>Gaby Miller</i>	<i>CAWG Genesis</i>	<i>(510) 436-0265</i>	<i>gabymiller@sbeglobal.net</i>
9. <i>Patrisa Pires</i>	<i>CAWG / Seira Club</i>		
10. <i>Eileen Ng</i>	<i>CAWG/USOAC</i>	<i>(510) 729 0852</i>	<i>eileen@usoac.org</i>
11. <i>VAL TCHINN.</i>	<i>ACTC</i>		
12. <i>Stepha Moore</i>	<i>Genesis</i>	<i>303-241-4355</i>	
13. <i>Bridget Metz</i>	<i>Legacy Partners</i>		<i>bmetz@legacypartners.com</i>
14. <i>Mahasin Abdul-Salaam</i>	<i>Genesisca</i>	<i>510 978-8510</i>	<i>centerlearningbynature@gmail.com</i>
15. <i>J. Steary</i>	<i>HOPE</i>	<i>(510) 836-7735</i>	<i>N/A</i>
16. <i>David Friswood</i>	<i>ATU 192/ACCE</i>	<i>(510) 326-1268</i>	<i>dfriswood@sbeglobal.net</i>

- 17. Lindsay Inai Urban Habitat
- 18. Carmen J. Angelandretti B.O.S.S. & C.O.T.
- 19. Alma Blackwell HOPE Collaborative
- 20. Michael Diehl Building Opportunities for Self Sufficiency (BOSS)
- 21. Paul J. Keener Alameda County Public Works Agency paulke@cpwa.org (510) 670-6452
- 22. Paula Beal HOPE
- 23. Betty Mulholland Fabulous 24 @ yahoo.com
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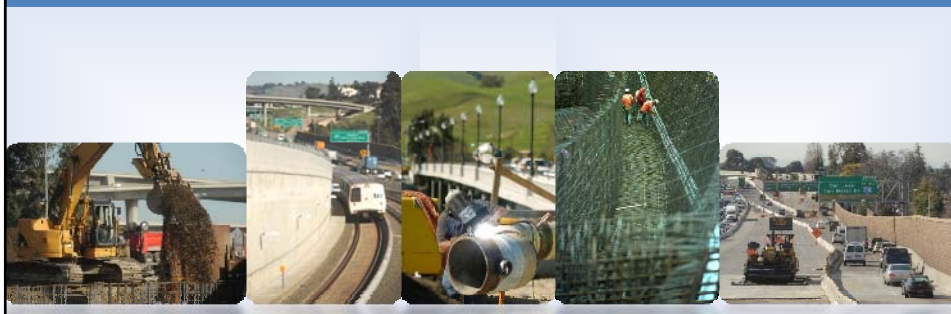
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Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Financial Issues and Strategies

Presentation to the Steering Committee

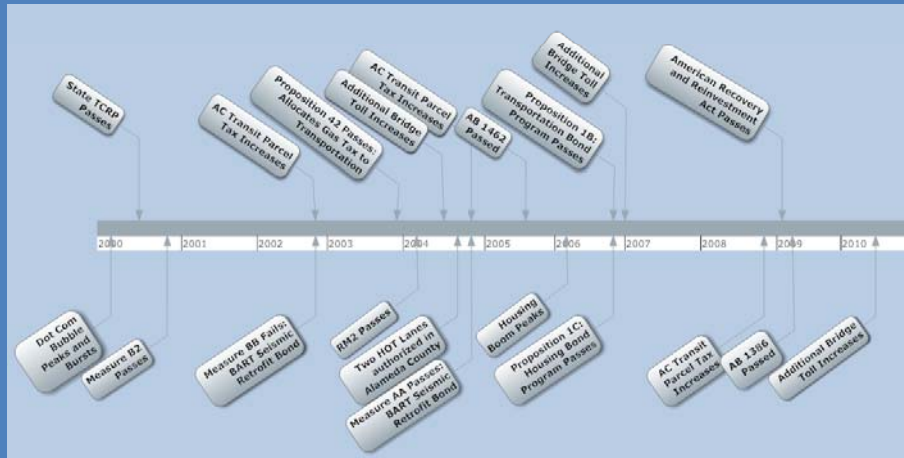
May 2011



Presentation Overview

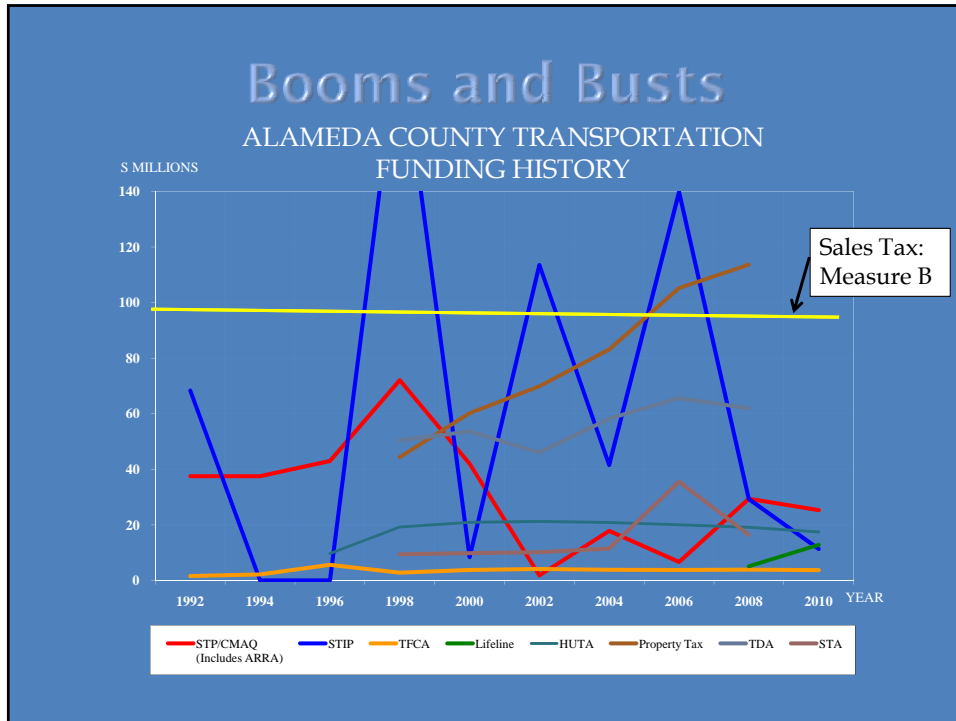
- ❑ Current funding environment
 - How historical funding trend has led to current funding environment
- ❑ Current funding need
 - Result of Call for Projects outcomes
- ❑ Strategies for new/increased funding
 - Planning efforts
 - Potential scenarios for future funding opportunities
 - Making our dollars go further

A Decade in Retrospect: 2000-2010



A Major Dust Up: Booms and Busts Effect Transportation

- ❑ Economic decline has resulted in a loss of transportation funding
 - Sales tax revenues decreased
 - Job losses, lower ridership, less fare revenue
 - Parcel tax declines
- ❑ State takes billions from transit to address budget deficit

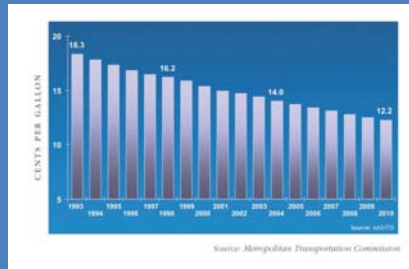


Delivery Despite Rocky Road

- Samples of Major project delivery over last decade:
I-238, I-580, I-680, UC Intermodal, WHEELS Rapid, AC Transit new bus fleet
 - Other key projects underway: WSX and OAC begin construction, Rapids and BRT move forward
- Programs continued include: Transit operations, Paratransit, Bike & Pedestrian
 - Local Streets and Roads

Delivery Despite Rocky Road

- ▣ Reliance on local funds has increased as they are more stable than State and Federal
- ▣ State budget crisis has compromised all transportation funding now and in the future
- ▣ Federal funds are lessening, emphasized by the fact that the purchasing power of Gas Tax is decreasing



Challenging Choices Ahead

- ▣ Initial Call for Projects Outcomes
 - ▣ Over 300 Projects submitted
 - Submitted Projects: Over \$28 B
 - Project total "need" to be determined
 - ▣ Current projection of Programs need: \$50 B
 - ▣ Initial Budget Target: \$11.76 B
- ▣ Huge oversubscription as compared to available funds
- ▣ Numbers being finalized this week

New Approach to Planning and Funding

- ▣ Passage of AB 32 and SB 375 will require doing things differently, including planning and funding
 - These are unfunded mandates
- ▣ Planning efforts will influence funding
 - Focus on transit corridors that connect city centers
 - Focus on livable communities and pedestrian scale development

Multifaceted Planning – RTP/SCS

- Key assumptions and issues impacting financial projections
 - ▣ Highway Trust Fund is limited and may result in reauthorization amounts lower than current surface transportation bill
 - ▣ An “all cuts” state budget could reduce transit funding
 - ▣ Sales Tax in Alameda County will grow 2% annually

Multifaceted Planning – RTP/SCS

Revenue Category	Draft RTP/SCS (over 28 years, Billions)	T2035 (over 25 years, Billions)
Sales Tax (Measures, TDA, AB1107)	44.9	54.8
Enacted Vehicle Reg. Fees	1.4	0
Bridge Toll	18.5	13
Extended Sales Tax/Bridge Tolls	7.3	0
Gas Tax Subvention	14.8	12
RTIP/ITIP	7.6	7.4
SHOPP	14.2	10.2
STA	6.3	6.6
High Speed Rail	7.3	3
Federal Formula Funds (5307/5309 & STP/CMAQ)	24.2	20.9
Reasonably Anticipated Revenue	14	13
Total	160.5	140.9

Multifaceted Planning – RTP/SCS

- Potential for fewer actual dollars per year than past: *A new era*
 - MTC target budget for Alameda County : \$11.76 billion through 2040
 - Revised target likely to be less
 - Includes reauthorization of sales tax at same rate
 - Discretionary dollars are limited
 - Determined by MTC policy on committed vs. not committed
 - New regional sources may be considered as early as 2012
 - 10 cent regional gas tax
 - Regional parking program

Multifaceted Planning – Transit Sustainability Project

- ▣ **Purpose:** To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused.
- ▣ **Initial findings**
 - Operating costs increased more than inflation
 - Service levels increased, but did not keep pace with cost increases
 - Ridership grew, but less than growth in service and significantly less than cost increases
 - Agencies experiencing large increases and fluctuations in health care and pension costs
- ▣ **How the results might inform the CWTP/TEP**
 - A robust transit system is fundamental to the mode shift needed for the Sustainable Communities Strategy per SB 375.

Crossing the Hurdle

- ▣ We will need to make hard choices
 - Current TEP has delivered most capital projects while programs bear the brunt of fluctuations, and don't capture cost savings like projects with construction bid savings
 - How to allocate new Measure B funds
 - ▣ Needs vs. initial polling results
 - Other potential new/increased sources may be subject to 2/3 voter approvals (Prop 26)
 - ▣ Regional gas tax
 - ▣ Bridge tolls
 - ▣ Parking

Crossing the Hurdle

- ▣ Funding Policy Framework
 - Polling and outreach results support programs (operations and maintenance)
 - How to balance funding for programs and project development?
 - Need to get projects in pipeline
 - Create a list of shelf ready projects
 - Fund projects by phase, e.g. PE/NEPA, which positions projects to take advantage of new funding sources
 - Build on success of the last expenditure plan
 - Targeting the timing of a new countywide sales tax measure with potential regional measures
 - Advocacy efforts that support the strategy
 - Self help counties should not be penalized for having raised funds

Crossing the Hurdle

- ▣ TEP Parameters
 - Priorities
 - Integration with other funding
- ▣ Duration
 - Extend 20 years
 - In perpetuity, with fixed date to revise Expenditure Plan
- ▣ Amount
 - Continue at ½ cent
 - Add ¼ cent to existing ½ cent
 - Add ½ cent to existing ½ cent

Crossing the Hurdle

Program vs. Baseline Revenue Estimate



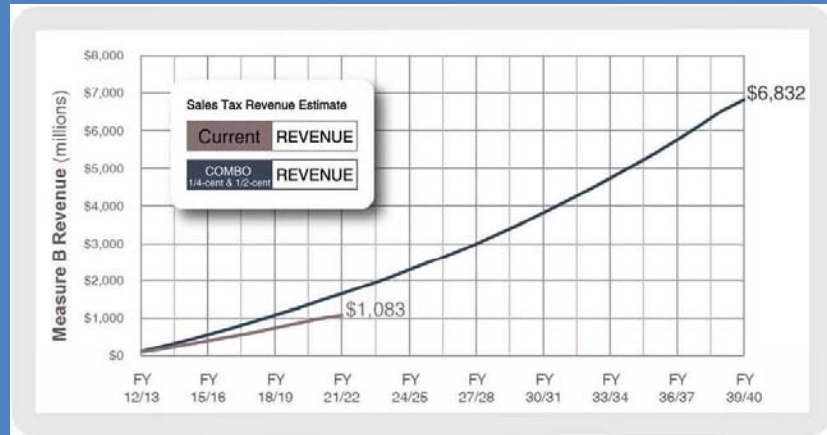
Crossing the Hurdle

Effect of Additional 1/4-Cent Sales Tax For the Remainder of the Program



Crossing the Hurdle

Extension of 3/4-Cent Sales Tax
from FY 2010/2013 to FY 2039/2040



Crossing the Hurdle

Effect of Additional 1/2-Cent Sales Tax
For the Remainder of the Program



Crossing the Hurdle

- ▣ Sales Tax is not the end all answer
 - Other measures needed to create solution
 - More policy and planning needed via CWTP

Can We Tighten Our Belts or Stretch Our Leveraging

- ▣ Are there things we can do to leverage our own county funds?
 - Pooling and bonding Measure B, VRF, and HUTA funds for major streets and roads overlays
 - Policies that all jurisdictions could adopt that support integrated contracting
 - Uniform development policies and or fees
 - Contracting out services
 - Implementing pilot programs that generate funds, such as a VMT pilot in the Bay Area
 - Service and vehicle cost sharing opportunities

Can We Tighten Our Belts or Stretch Our Leveraging

- Link our high tech sector more closely to transportation , such as smart tech chips support smart transportation choices
- Make better use of existing capacity, such as using HOV lanes for commute times and TOV (truck only vehicles) in certain lanes outside peak commute

Next Steps

- ▣ Establish TEP parameters
- ▣ Policy level directions from Commission
- ▣ Input to RTP/SCS
- ▣ Participate in Implementation of TSP



MEMORANDUM

To: CWTP-TEP Steering Committee
From: Bonnie Nelson
Date: April 19, 2011
Subject: TEP Parameters and Policies

As we begin to focus on the development of a Transportation Expenditure Plan, we will be seeking policy guidance on a number of key parameters which will guide the development of the plan. In some cases, technical analysis may inform or guide the decision. In many cases, a policy level decision is required. Each of these has the potential to have a significant impact on the shape of the Expenditure Plan.

At the May meetings we will be introducing these concepts, making sure we have covered the range of policy questions to be addressed. We will have a presentation on transportation finance which will provide some guidance on the impacts of various sales tax durations and amounts. We will revisit these issues in July with the goal of adopting policies by the September meeting. A complete schedule for development of the TEP is included at the end of this memo.

The “options” for addressing each of these issues are not fully comprehensive, but represent alternatives that have either been discussed in other forums or implemented by other self-help counties. In addition to these issues, there will be extensive discussion this fall about the implementation guidelines and policies surrounding administration of funds.

Issues described in Finance Presentation:

1. **Duration of tax** – The current half-cent Measure B will run until 2022 unless extended, replaced or reconfigured by a new measure.

Issues:

- Longer durations offer more flexibility for financing and prioritizing projects within the TEP with more opportunity for bonding, etc.
- A long sunset allows the agency to focus on delivery rather than future renewal.
- On the other hand, voters tend to prefer shorter duration taxes with specific expenditure plans – although Alameda County’s VRF is an example of a “fee” levied in perpetuity (VRF was not a 2/3 hurdle).
- A longer term tax might be combined with a need to revisit the expenditure plan periodically, either with voter approval and/or broad policy support, recognizing that while revenue will always be needed, priorities may change over time.

Options to Consider:

- A “mid century extension” either to 2042 or 2050, creating a “2050 plan”
- A permanent extension with fixed maximum time for reconsideration of the expenditure plan by voters (50% vote for expenditure plans)
- A permanent extension with expenditure plan renewed on a time certain basis by vote of the majority of cities representing a majority of the population and the County and the CTC Board. (no public vote)

2. **Amount and configuration of tax** – The current Measure B sales tax is ½ cent. The renewal tax could take a number of forms, including options that would reconfigure or replace the current expenditure plan and others that would allow the current Measure to play out until 2022 as scheduled; extending the end date with or without augmentation:

Issues:

- Extending a tax rather than raising the tax may prove to be more palatable to voters. This would be tested in polling.
- Extending the tax without augmentation doesn't provide significant new funding, particularly since the RTP assumed continuation of the existing sales tax amounts. However, this is dependent upon how long the sales tax is extended.
- An augmentation would exceed the “tax cap” for a number of jurisdictions and would require approval of current State legislation that is moving through this legislative session to lift the ceiling. Even with authorization, voters may balk at 10%+ sales taxes.
- It is generally easier to reach consensus on expenditure plans when there is more money available in the tax. This was the case in 2000-2002, when adding five years to the life of the tax provided enough additional revenue to meet multiple goals.

Options to Consider:

- **Extend the ½ cent tax beyond 2022 at the current level, either reconfiguring the current plan or leaving the current plan in place and focus on expenditures of funds collected after 2022.** Extending the tax would enable additional capital projects to be delivered before 2022 by bonding or financing mechanisms that would ultimately need to be repaid. The new Expenditure Plan could reconfigure or replace the existing plan, or guide expenditures for the funds collected after 2022, which could be expended prior to collection using financing mechanisms.
- **Augment the existing tax until 2022 with a new ¼ or ½ cent on top of the existing ½ cent, then either revert to ½ cent thereafter, or continue to collect the full ¾ to 1% after 2022.** In this model, an augmentation is added to the existing ½ tax. This approach would potentially enable the existing Measure B to continue with its current expenditure plan; a new expenditure plan would be developed for the expenditure of the augmentation in the short term and the full amount collected in the long term. Another option would be to reconfigure or replace the current Measure B expenditure plan and create an entirely new plan for the full amount.

Other Issues:

3. **Vision/Goals/Performance Measures for the TEP** – We have just completed the development of a vision statement, goals and performance measures for the CWTP. The goals of the TEP may be the same, or may reflect additional goals and policies or may concentrate on a subset of those goals and performance measures.

Issues:

- The CWTP goals are focused on performance and reflect the regional goals for the RTP. They do not specifically address voter support, which will be critical to passing a tax measure.
- Other performance measures, such as leveraging of other investments, projects that meet multiple goals, etc. may need to be prioritized.

Options to Consider:

- Maintain the existing vision, goals and performance measures from the CWTP for the TEP.
- Use the technical evaluations from the CWTP for the subset being considered for the TEP but add public support as a key consideration.
- Add to, subtract from, or otherwise alter the performance goals from the CWTP for the TEP evaluation.

4. Project/Program Balance and Different Approaches in Different Parts of the County

The current Measure B dedicates more than 60% of revenues to programs and the remainder to projects which have been largely delivered. However, a closer look reveals a different approach in different parts of the County. In North County for example, a higher share of funding was made available to AC Transit and to senior and disability transportation than in other parts of the County, where the need for specific capital projects was seen as more critical. Our recent polling shows that while there are a number of projects supported across the entire county, in no case did any capital project poll better than a variety of programs such as maintenance and transit operations.

Issues:

- The balance of projects and programs is a key element of developing the plan for a number of reasons. One key consideration is that programs, as currently defined, are primarily “pay as you go” where funds that come in are allocated by fixed percentage to programs. Programs can either be “formula driven” like the current road maintenance program, or can be competitive, like a portion of the current bike and pedestrian program. Funding for pass-through programs is allocated based on the amount of funds that come in monthly, while grant program funding amounts are derived from annual estimates. Capital projects, on the other hand, require a certain amount of funding for implementation regardless of what is collected. Their funding requirements are more “episodic” requiring large amounts of revenue at specific points in the project development and implementation process. Capital projects can be advanced by bonding, although any financing mechanism comes at a cost.
- In 2000 and 2002, we found that there was not a “one size fits all” answer to this question. While some areas want more capital spending, others may prefer programs over any capital. The current measure allowed planning areas to determine that locally, which helped to achieve consensus. Allocating more funds to local planning areas also allows each area to articulate their own needs.
- A concern with allocating large amounts of funds by planning area is that it may make it more difficult to deliver larger projects by assuming that projects located in a particular area primarily benefit that area. An argument could be made that a project like a BART extension benefits the whole County; as does relieving congestion on a major regional route. Dividing the pie into too many pieces makes it difficult to fund the largest projects. One possible alternative would be to designate an “off the top” level of funding for the larger countywide priorities and allow planning areas to add to the amount allocated off the top to ensure accelerated implementation.

- The need to address SB375, reductions in VMT and support of new land use assumptions are universal across the County, and will be more difficult to meet if each part of the County isn't contributing to these goals.
- Our outreach and polling suggests that many priorities are consistent throughout the County, increasing the chance that we can develop a Countywide Plan that appeals to all voters.

Options to Consider:

- Focus new funds primarily on capital projects, keeping the current measure supporting programs, at least through 2022.
- Focus new funds on programs, since the poll and outreach suggest a preference for programmatic spending.
- Maintain a single countywide TEP, with minimal variation between planning areas. Capital projects will be funded by the full revenue stream, not by an artificial "planning area allocation". Some "remainder funds" after capital projects are funded could be allocated by planning area (or not).
- Since not all projects or programs will be able to be included in the plan, give priority to projects and programs of countywide significance.
- Rather than focus on large projects, focus on the smaller local things that can be achieved more readily.

5. **New Programs** – The current measure has programs that are primarily focused on modes – local roads maintenance, public transit, specialized transportation services, bicycle and pedestrian safety and transit center development. A number of new programs have been suggested including support for PDAs, transit affordability, climate change mitigation, demand management, Safe Routes to Schools, goods movement, planning and project development which would provide funding for the early stages of planning and feasibility studies that are difficult to fund but necessary to create shelf ready projects. Other new programs may also be developed, including a program that focuses on new technology and new unanticipated funding opportunities.

Issues:

- While there is interest in a number of new programs, adding new programs may limit the amount of funding available for capital projects or for augmenting existing programs like specialized transportation for seniors and persons with disabilities, bicycle and pedestrian infrastructure, and road maintenance, which are all very well received by the public.
- The poll suggests that voters support programmatic spending over capital projects in most cases.

Options to Consider:

- In addition to deciding whether to add to or change existing programs, consideration will need to be given to the method for allocating funds and managing programs. Programs that are allocated by a pass through formula are most impacted by fluctuations in revenue. Competitive grant programs are also impacted by revenue fluctuations to some degree, since the amount of revenue available impacts how many worthy ideas can be funded. Grant funding typically has also have more scrutiny on performance and effectiveness than the pass through funds.
- Since a large amount of funds have been historically allocated directly to jurisdictions, a question is whether to put performance criteria on the use of pass-through funds. As an example, streets and roads funds could be tied to criteria linked to building or maintaining complete streets infrastructure.

6. **Flexibility of Expenditure Plan (Addressing New Technologies and Funding Opportunities)** – While renewing for a longer time period is beneficial in a number of ways, a fixed Expenditure Plan may not be flexible enough to address new technologies and new funding opportunities in a timely manner. Flexibility may also be required to fund pilot programs that can be tested with sales tax funds and evaluated before being funded permanently.

Issues:

- New technologies and new funding opportunities come up periodically. An expenditure plan that can't quickly address new opportunities will invariably miss out on funding that requires local matches.
- New ideas are often not implemented because there is no funding available to test them and measure their effectiveness. The downside to funding pilots is that successful pilots may need on-going funding to continue implementation after the pilot period ends.

Options to Consider

- It may be possible to maintain a program that can be allocated to immediate priorities and new technologies on a competitive basis. These funds could also be used to provide a minimum level of funding for operational programs during down economic years if that is a priority.
- Develop a set aside similar to the existing Emergency Congestion Relief funds that are distributed on a first come first served basis based on a set of allocation guidelines.

7. **Dealing with Revenue Fluctuations** – One of the issues in the current expenditure plan has been the fluctuations in revenue. The recession has hit “pay as you go programs” particularly hard, creating situations where services may have to be curtailed, cut or implemented more slowly.

Issues:

- Can an expenditure plan be written in a way that insulates against revenue fluctuations?

Options to Consider:

- A fund could be established that can be used to maintain minimum funding in down years and/or be available for new ideas and new opportunities within a specified range.
- Minimize “pay as you go” programs in favor of grant based programs and capital projects; or have off the top funds available to each program to allow for grants or stabilization funds.

8. **Leveraging versus Funding for Projects that Don't have Obvious Funding** – There are really two competing philosophies about targeting projects for an expenditure plan: On one hand, there is a focus on projects with leveraged funding available through the RTP sources – multiplying the value of the tax; on the other hand, focusing on leverage may result in some important priorities going unfunded because they may not have logical funding sources to leverage against. In the current measure, most of the capital projects were leveraged, and while the programs were not required to be leveraged, they were able to attract other grant funds, particularly the Measure B programs allocated through competitive grants, which leveraged sales tax contributions.

Issues:

- Should the ability to leverage funds play a critical role in deciding what to fund in the TEP?

Options to Consider:

- Few capital projects can be implemented without leveraging. Therefore, at least for capital projects, the measure could establish a maximum contribution for sales tax for construction phases, as a percentage of construction cost.
- Because early development phases of projects are harder to fund, TEP could fund feasibility studies, early design, outreach and environmental work at a higher percentage.
- Programs that are not simply distributed by formula, rather by grants, could offer a benefit for leveraging. Similar criteria could be established for the priority of capital projects.

9. **Phased Implementation of Larger Projects** – There are a number of large projects that may benefit from TEP funds but may not be fully funded even with TEP support. The current measure included in its delivery guidelines requirements for a full funding plan and environmental clearance within 5 years of adoption as protection against having money reserved for projects that could not be implemented.

Issues:

- When TEP is a small piece of an overall project funding requirement, it is difficult to deliver projects and show progress to the voters. But without TEP funds, it may be impossible to close the funding gap and attract necessary funds to the project.

Options to Consider:

- Maintain the current provisions that require that funds not be “locked away” for indeterminate periods of time without a full funding plan being developed. Funds that are allocated to projects awaiting full funding would be time certain and able to be reallocated if full funding is not identified.
- Allow funding to be “held” until the expenditure plan is revised to ensure that reallocation of funds is warranted and that the alternatives are well vetted.

Schedule:

The following chart outlines key stages in the development of the TEP. The right column indicates key points for input from the Plan development committees (CAWG, TAWG, and Steering Committee) and milestones in the process.

Month	Stage of TEP Development / Committee Activities	Points for Input / Milestones
May	Introduce TEP parameters and funding context	Receive initial feedback and guidance from committees on TEP parameters
July	Present & discuss initial TEP parameters Discuss TEP project/program selection	Receive input from committees on TEP parameters for refinement Receive committee input on strategy for project/ program selection
September	Present final TEP parameters Discuss TEP candidate projects/programs & further evaluation of projects/programs Discuss fall outreach and questions for second poll	Adopt TEP parameters Receive committee input on project/program evaluation Receive committee input on polling questions
October	Outreach	Second set of public workshops; poll
November	Present and discuss Draft TEP Projects, Programs and Guidelines	Receive committee input on draft project/program list
December	Present and discuss full Draft TEP to full Commission at its December retreat	Receive input on Draft TEP
January	Adopt Draft TEP	
February – April	Local jurisdictions endorsements of draft TEP (City Council, Board of Supervisor meetings and transit operators)	Presentations to local jurisdictions
May	Present Final TEP	Adopt Final TEP
June	Board of Supervisors acts to place TEP on November ballot	
November	Election – TEP goes to ballot	Vote November 6, 2012

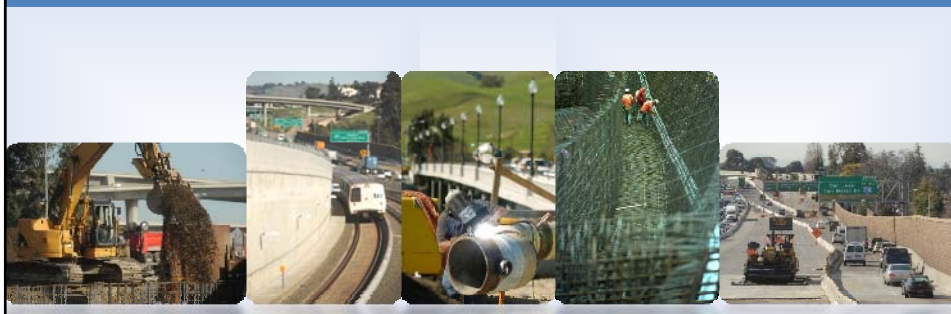
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Alameda Countywide Transportation Plan & Transportation Expenditure Plan

TEP Parameters

Presentation to Steering Committee

May 2011



Presentation Overview

- ▣ Schedule for TEP Development
- ▣ Finance Parameters
- ▣ Other TEP Issues/Parameters
- ▣ Next Steps

Schedule for TEP Development

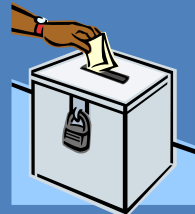
2011

- ▣ **May:** Introduce TEP Parameters
- ▣ **July:** Continue discussion of TEP Parameters
- ▣ **September:** Adopt TEP Parameters
Discuss draft projects/programs
- ▣ **October:** Public Workshops and Poll #2
- ▣ **November:** Draft TEP projects/programs and guidelines
- ▣ **December:** Draft TEP (Discussion at Commission Retreat)

Schedule for TEP Development

2012

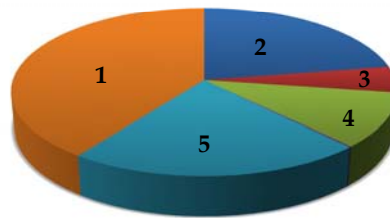
- ▣ **January:** Adopt Final TEP
- ▣ **February-April:** Local jurisdiction endorsements
- ▣ **May:** Adopt Final TEP
- ▣ **June:** Supervisors place TEP on ballot
- ▣ **November 6, 2012:** Election



Current Transportation Expenditure Plan (TEP)

- Current “Measure B”
 - ½ cent sales tax
 - Passed by voters 1986
 - Reauthorized 2000
 - Valid 2002-2022
- Revenue Split:
 - 60% Programs
 - 40% Capital Projects

Current Measure B Funding Split



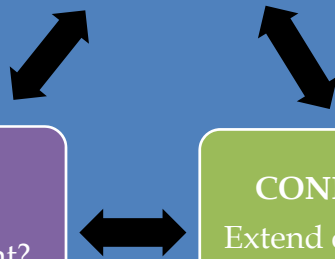
- 1 Capital Projects, 40%
- 2 Local Streets and Roads, 22%
- 3 Bicycle and Pedestrian Safety, 5%
- 4 Special Transportation for Seniors and People with Disabilities, 10.5%
- 5 Mass Transit, 22%

Financial Parameters

DURATION:
Mid-century?
Permanent? (*with periodic voter reconsideration of plan, 50% vote*)

AMOUNT:
Augment ½ cent?

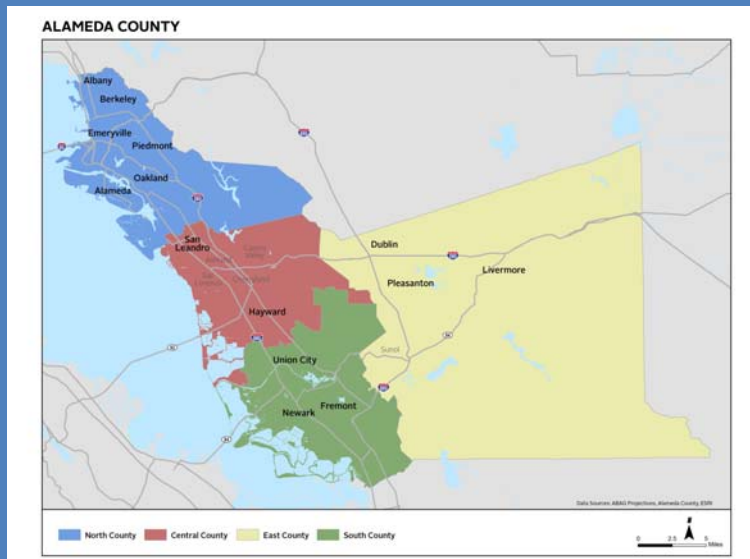
CONFIGURATION:
Extend current “Measure”?
Reconfigure? Replace?



Goals & Performance Measures

Multimodal	Accessible, Affordable, & Equitable	Integrated
Connected	Reliable & Efficient	Cost Effective
Well Maintained	Safe	Supportive of a Healthy & Clean Envrmt.

Project & Program Balance



Project & Program Balance

Selection of Countywide Priorities from Outreach:

- ▣ Maintenance
- ▣ Safety
- ▣ Connectivity
- ▣ Enhance Transportation Systems Management and Demand Management
- ▣ Provide reliable, extensive, affordable public transit
- ▣ Improve transportation for seniors
- ▣ Improve bicycle and pedestrian infrastructure

New Program Ideas

- ▣ Support for PDAs
- ▣ Transit affordability
- ▣ Climate change mitigation
- ▣ Demand management
- ▣ Safe Routes to Schools
- ▣ Goods movement
- ▣ Planning and project development

Issues for Programs

- ▣ Currently: “Pay as you go”
- ▣ Options:
 - “Formula driven” pass-through funds, e.g. current road maintenance program OR
 - Competitive grants, e.g. some of current bike & pedestrian program
 - Combination of both above
- ▣ Performance Measures for programs?
- ▣ Flexibility to address new technologies and opportunities?
 - Option: Competitive Program for funding pilot projects as new technologies develop

Issues for Capital Projects

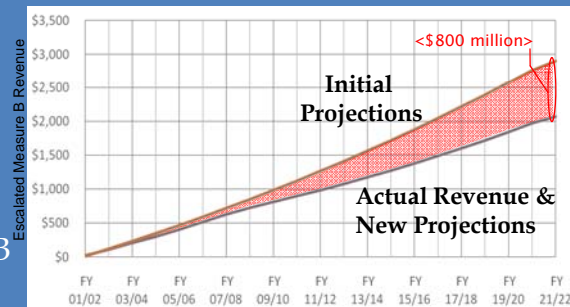
- ▣ Require certain amount of funding
 - Funding requirements are in “big chunks”
- ▣ May be advanced by bonding
 - Financing Costs
- ▣ Leveraging: Should ability to leverage funds play a critical role in deciding what to fund in the TEP?
- ▣ Phased Implementation



Dealing with Revenue Fluctuations

- Can an expenditure plan be written in a way that insulates against revenue fluctuations?
 - “Rainy Day Fund” could be established
 - Minimize “pay as you go” programs in favor of grant based programs and capital projects

Current Measure B
Shortfall



Next Steps

- **July:** Continue discussion of TEP Parameters
- **September:**
 - Steering Committee adopts TEP Parameters
 - Discuss draft projects/programs

Questions to Consider

- ▣ Do you have any initial feedback on:
 - Amount?
 - Duration?
 - Configuration?
 - Performance Measures?
 - Balance Projects/Programs?
 - Balance New vs. Current Programs?
 - Method/criteria for allocating funds to programs and projects?
 - ▣ Leveraging, phasing, flexibility, performance
 - Dealing with Revenue Fluctuations?



Ezra Rapport
Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland CA 94607

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607

May 6, 2011

RE: COMMENTS ON ABAG'S MARCH 11, 2011 INITIAL VISION SCENARIO

Dear Mr. Rapport and Mr. Heminger:

Thank you for the opportunity to provide comments on the Initial Vision Scenario (IVS) that was released by ABAG and MTC on March 11. We appreciate the efforts of ABAG and MTC in developing the IVS Scenario for the inaugural SCS. While we understand collectively that the IVS Scenario represents an unconstrained housing and transportation funding scenario as a starting point in the development of the SCS, we have recommendations for the assumptions to be used in the subsequent steps in the developing the alternative SCS scenarios.

We note that even with a strategy which focuses household growth in Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs), the majority of households in the Bay Area will still be located in non-PDA areas. In Alameda County, IVS assumptions place 71% of households in 2010 outside of PDAs; this figure drops to 62% in 2035. This should be kept in mind as the SCS process moves forward: while we are moving toward more sustainable development patterns through the SCS, there will still be a lot of transportation and land use issues to be addressed outside of the PDAs.

Alameda CTC is developing the Countywide Transportation Plan- Transportation Expenditure Program (CWTP-TEP) in a parallel process with the Regional Transportation Plan (RTP) and SCS. As such, we have reviewed the IVS details for Alameda County with our member jurisdictions' through our Technical Advisory Working Group, Citizens Advisory Working Group and CWTP-TEP Steering Committee. This letter summarizes comments and questions from all the input received, including those from Alameda CTC staff, and represent overarching concerns.

In our development of the CWTP-TEP, Alameda CTC would like to include figures and assumptions for jobs, housing, population that are consistent with those to be used for the RTP and the SCS. Our technical questions on the IVS details are listed in Attachment A.

Land Use Capacity Assumptions

The extent of growth assigned to PDAs and GOAs throughout Alameda County often varies widely from the capacities and expectations for growth held by the local jurisdictions. The variance for household growth is higher or lower, depending on the specific PDA and/or city. **It is recommended that ABAG and MTC work with the jurisdictions to redistribute the growth to be more in line with what can be accommodated by the jurisdictions** with regard to: expected densities; extent of land that is redeveloped; location benefits or hindrances; expected market demand; and affordable housing provision.

As part of our development of the CWTP, we have been working with local jurisdictions to obtain realistic adjustments to household and jobs growth numbers. We will share this information with ABAG and MTC staff when it is complete.

Jobs and Employment

While the IVS scenario focused on household and housing, there was a lack of details on jobs and employment. Overall, the assumed growth in jobs seems to be overly optimistic, given historical trends. ABAG and MTC staff acknowledged that developing the details for jobs and employment growth and distribution would happen after the release of the IVS.

Since the distribution of jobs has a significant impact on VMT-related performance measures, in terms of commute modes and distances, **Alameda CTC strongly recommends ABAG and MTC focus on developing and providing assumptions and details on jobs growth and distribution**, especially for specific PDA/GOAs, as well as for the non-PDA areas of each local jurisdiction.

Analogous to concentrating housing growth in PDAs, we recommend that jobs growth be focused in PDA/GOA areas to the maximum extent feasible, in order to leverage future transportation and other infrastructure investments. The transportation improvements for PDAs are just as likely to serve residents as workers in those areas. In addition, Alameda CTC believes that

- The pattern of existing and significant vacant business parks and other employment development needs to be considered as these locations will likely attract future jobs first.
- Job growth will be lower, more in small- and medium-sized employers; and for industries serving the local population, which can't be outsourced, like services, healthcare, etc.
- New service jobs likely would distribute in a pattern similar to household growth.
- Industrial, distribution, and related jobs may need to locate outside of PDAs and GOAs given the location of existing industrial land and access for goods movement.

In the longer-term, ABAG and MTC should undertake a study to understand the business sectors in the Bay Area: their regional distribution today; which sectors have the best potential for growth into the future; and which factors inform their business location decisions. This can then

inform employment growth projections, locations, and strategies for implementation for future SCS updates.

Transit

The assumption of unlimited resources for transit service to support the IVS scenario was clearly utopian, especially in light of the current service- and budget-cutting trend amongst most of the Bay Area Transit operators.

The robustness of transit service is a significant factor in enabling the Bay Area to reach its SCS performance targets. For the alternative scenarios, transit operating funds needs to be considered along with capital funding. The next steps in refining the alternative scenarios should include realistic and credible assumptions for the transportation infrastructure and service operation levels that will be in place in 2035, including capacity constraints on transit (i.e. BART) operations. We would like to see qualitative details on the transportation funding levels as part of the alternative scenarios, aligned with the RTP financial projections.

We acknowledge that the MTC Transit Sustainability Project (TSP) is underway in parallel with the SCS process. We hope that emergent information from the TSP can be made available to inform the SCS process. We will also share any information with ABAG and MTC that emerges from our on-going CWTP-TEP efforts.

Funding and Policy Support for PDA/GOA Implementation

In order for jurisdictions to constructively engage the public and elected officials in defining and then implementing infill and reuse with the PDAs and GOAs, and in some cases in broader general plan amendments to support desired land use patterns, **MTC and ABAG need to provide substantive details about funding supports for implementation.** Alameda CTC believes the following issues should be addressed:

- Adequate funding for transportation planning and infrastructure improvements needs to be made available and **funding levels need to be identified.**
- Redevelopment Agencies are a key tool for most jurisdictions in supporting infill and revitalization – MTC should continue to provide leadership in protecting the viability of redevelopment at the state level.
 - Should state redevelopment agency authorization be lost, MTC should provide leadership in creating a regional redevelopment authorization and funding strategy, including pursuing legislative options.
- Additional **funding sources for services and infrastructure**, such as utility infrastructure, parks, schools, and other facilities that will need improvements needs to be identified, otherwise services will not be able to be provided at the same time that housing affordability goals are met; funding strategies and funding levels need to be identified.
- More clarity in regards to regional funding strategies will help Alameda CTC to work with its constituent local agencies to **identify funding strategies and policies that can be implemented through the update of the CWTP and the TEP.**

TDM and Transportation Pricing

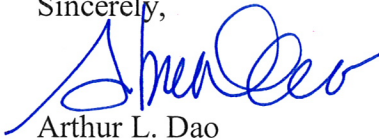
Transportation Demand Management (TDM) and pricing strategies should be included in the development of alternative scenarios. These programmatic elements can be very effective in effecting travel behavior changes to reduce greenhouse gases and VMT, in support of the SCS.

Sea level changes and CEQA reform

While the description of the IVS mentions the issue of climate adaption and CEQA, it is not clear how **sea level change or urban-wild land interface and CEQA and its impact on the ability to do in-fill development** have been taken into consideration in future land use patterns. What will be the process for incorporating and harmonizing the mandates from the four regional plans?

If you have any questions or comments, please contact Beth Walukas, Deputy Director of Planning at (510) 208-7405.

Sincerely,



Arthur L. Dao
Executive Director

Attachment A: Technical Questions regarding the IVS Scenario for Alameda County

CC: Beth Walukas, ACTC

1. Employment Growth and Distribution.

- a. Please provide more detail regarding these assumptions and justification for the aggressiveness of the employment growth.
- b. Please provide a dataset for Alameda County that shows the distribution of jobs and employment in each city, as well as in each city's PDA/GOA and non-PDA areas.
- c. If possible, please provide a dataset that shows the distribution of jobs that are inside and outside of PDAs/GOAs for all TAZs that include PDAs/GOAs?

2. Household Growth and Distribution

- a. It appears that the persons per household assumptions may be too low with a regional average of 2.6 people per household. Please provide more detail regarding household size assumptions by jurisdiction and location.
- b. If possible, please provide a dataset that shows the distribution of households that are inside and outside of PDAs/GOAs for all TAZs that include PDAs/GOAs?

3. **Jobs and Household distribution methodology:** Please provide more detail regarding the methodology applied to the distribution of jobs and households in TAZs that do not include PDAs or GOAs?
4. **Housing Demand Assumptions are too high.** Please provide more detail regarding these assumptions and justification for the aggressiveness of the assumptions. For instance, the effects of life stage decisions on the capacity of existing housing stock needs to be considered. On the one hand seniors may stay as long as possible in existing homes while on the other children may return home after college. Multi-generational house-sharing may become an increasing trend.
5. **Household Size:** The assumption of the persons per household ratio may be too low with a regional average of 2.6 people per household. Please provide more detail regarding household size assumptions by jurisdiction and location.
6. **Workers per Household:** The assumption for this ratio is likely too low with a regional average of 1.25 workers per household. Please provide more detail regarding household size assumptions by jurisdiction and location. For instance, many workers are retiring at a later age than previously seen historically.
7. **Place Types:** It is not clear how the development assumptions of the Place Types have been applied in the IVS – are the levels of intensity and mix of use only applied to land area that is vacant or expected to redevelop or are they generally applied over the entire area?
8. The **mapping of PDAs and GOAs is unclear** in many locations; it would be helpful to provide additional detail to the maps, such as major arterial streets, open space, creeks and other bodies of water, etc. This will help all stakeholders better interpret the mappings.
9. **Old Alvarado GOA** in Union City is mapped as a small area in the northwest of the city. Should it be a corridor continuing the Fremont Boulevard corridor into Union City?
10. **Old Alvarado and Mission Boulevard GOAs** in Union City have growth assumptions that may have been switched. The Old Alvarado growth seems very high for such a small geographic area (if it is mapped correctly) and the Mission Boulevard growth seems very low given the extent of the corridor.

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MEMORANDUM

DATE: May 16, 2011

TO: CWTP-TEP Steering Committee

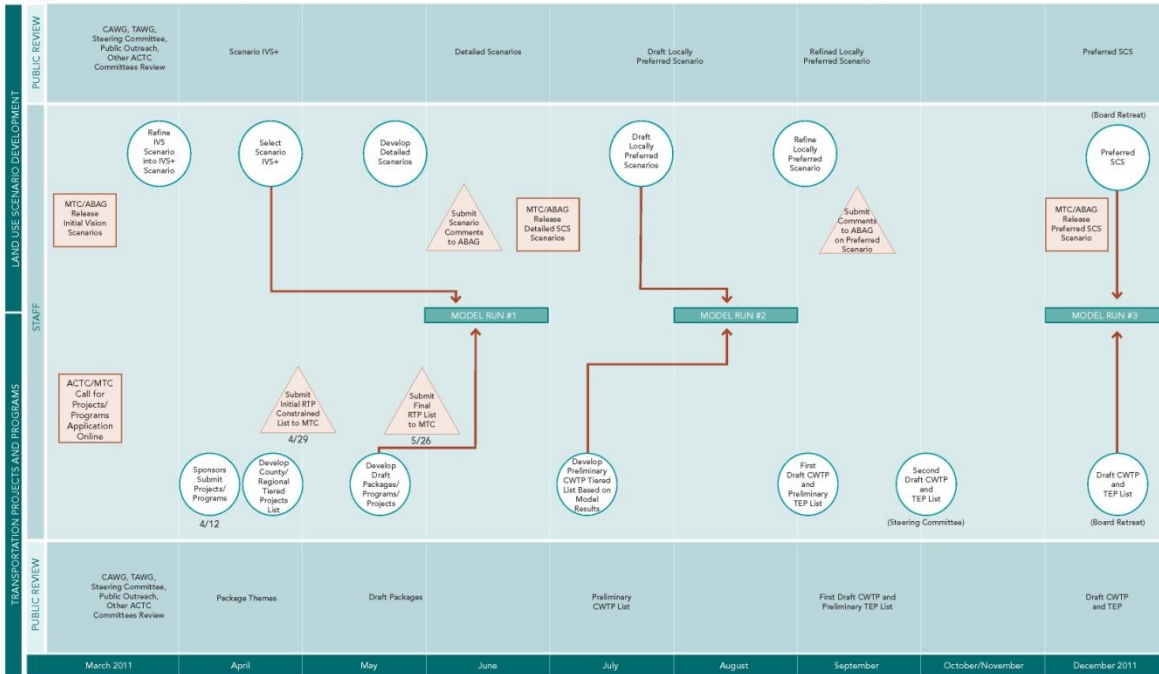
FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy and Legislation

SUBJECT: Discussion of CWTP-TEP Land Use Scenarios

The projects and programs to be included in this update of the Countywide Transportation Plan (CWTP), and ultimately in the development of the Transportation Expenditure Plan (TEP), are influenced by the Sustainable Communities Strategy (SCS) as required by SB 375. For the first time, the CWTP update must coordinate land use with the development of the projects and programs in an effort to house the region's population across all income levels and reduce green house gases, in addition to achieving other goals in Alameda County. An approach for how land use and transportation planning is incorporated into the CWTP-TEP process was presented in February.

Since then, ABAG has released the Initial Vision Scenario and is seeking comment by mid-May in order to develop alternative SCS scenarios that will inform the Preferred SCS to be adopted early 2012 (see Agenda Item 07 for draft comments). MTC implemented a Call for Projects and Programs (see Call For Projects Agenda Item), which was coordinated by the Alameda CTC and must meet certain requirements. A draft list of projects and programs, approved by the Steering Committee at its April meeting, was submitted to MTC on April 29, 2011. The draft list was reviewed by Alameda CTC advisory Committees in May with the public hearing being held on May 26 at the CWTP-TEP Steering Committee, and approval of the list anticipated by the full Commission following the Steering Committee meeting.

The development CWTP-TEP is being closely coordinated with the development of the SCS and the update of the Regional Transportation Plan (RTP). Both the countywide and regional processes will have a transportation and land use component and will be subject to a multi-tiered evaluation process. The countywide process is shown in Figure 1. There are three evaluation opportunities that will result in a constrained and realistic set of projects and programs to support SCS land use patterns. These are described below.



Evaluation Scenario 1

The first evaluation is being conducted in May/June with results being presented to CAWG/TAWG/Steering Committee in July. Projects and programs identified in the Call for Projects and Programs process will be assigned to transportation investment packages previously approved by the Steering Committee in April. These transportation packages will be analyzed with a land use scenario developed with input from the local Alameda County Planning Departments and incorporates the following assumptions:

- Capacity of the Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs) is consistent with local jurisdiction expectations, with SCS policies, and represent a 25 year housing and employment forecast.
- Scenario 1 Land Use is based on locally adjusted Projections 2009 for households with employment determined by the Initial Vision Scenario ratio of jobs to household growth. This will be generally consistent with jurisdictions' General Plan projections with additional focus on PDAs/GOAs by allocating a higher proportion of jobs to traffic analysis zones that include PDAs/GOAs. It allows for a good comparison to Initial Vision Scenario performance and previous Alameda CTC modeling efforts.
- The assumed household 2010 to 2035 growth for Alameda County is 136,000 units.
- The assumed employment 2010 to 20135 growth for Alameda County is 160,000 jobs.

The results of the evaluation will also be shared with MTC and ABAG as input in the RTP update and development of the Alternative SCS Scenarios.

Evaluation Scenario 2

The second evaluation is being conducted in July/August with results being presented to CAWG/TAWG/Steering Committee in September. It is anticipated that this evaluation will be

presented as the first draft of the CWTP from which the Transportation Expenditure Plan preliminary list will be developed, and will be presented during the next round of public outreach in the Fall.

Based on the performance results from the first evaluation and other input, a more constrained list of projects and programs will be indentified to be assessed with a locally preferred SCS. To gather information on what the parameters of a locally preferred SCS should look like, a housing and employment survey has been sent to the local planning departments requesting information on available capacities for incorporating additional growth and where that growth should occur. Staff in conjunction with the consultant team is also seeking additional information from ABAG about employment and other assumptions that were used in the Initial Vision Scenario and are being used in the development of the alternative SCS scenarios. Input regarding employment is also being coordinated with East Bay EDA activities. This information will be used to develop a locally preferred SCS that can be applied to a constrained transportation investment package and forwarded to MTC/ABAG as input into the RTP update and development of the Preferred SCS.

Evaluation Scenario 3

A third evaluation will be done in late 2011/early 2012 using the ABAG adopted SCS and the financially constrained list of projects and programs. This will constitute the second draft of the CWTP.

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

Executive Summary

January-March 2011





EXECUTIVE SUMMARY

INTRODUCTION

Between January and March 2011, the Alameda Countywide Transportation Plan outreach team conducted a variety of public participation activities to solicit input related to transportation needs and priorities for the update to the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP). The CWTP will be completed in 2012 and will prioritize projects and programs for funding for the next 25 years. The TEP will identify the funding priorities for an extension of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. Public participation activities during this first phase of plan development generated input from approximately 1,600 Alameda County residents through a variety of methods.

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones in the process so interested residents can follow the process and know in advance when the CTC board will take final action.
- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities.
- Generating significant public involvement in the development of both plans.

Public participation activities were conducted using the following tools and formats (described later in more detail):

- Public workshops
- Online questionnaire
- In-person small group dialogues using outreach toolkit with same questionnaire as online version
- Community and technical advisory working group meetings

How This Information Will Be Used

The input generated during this phase of the project will primarily be used to inform project and program choices that are considered in the development of the draft CTWP. Project and program suggestions generated during this phase were compiled into a Projects/Programs list and provided to Alameda CTC for review with the sources of the suggestions noted (workshop, toolkit or online questionnaire). The participants involved during this phase of the project, collectively referred to as outreach participants, will be kept informed

of upcoming plan development milestones and encouraged to join in future participation opportunities. A second round of public workshops and participation activities is planned for the fall of 2011 to coincide with the release and review of the draft Countywide Transportation Plan and the draft Transportation Expenditure Plan that is planned to be placed on the November 2012 ballot.

KEY FINDINGS

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods. The results can be organized into six major themes and reflect multiple modes of travel, including vehicle, public transit, bicycle and pedestrian. The six themes include maintenance, access, equity, safety, connectivity and coordination. The key findings for each theme are as follows:

Maintenance

Many outreach participants expressed interest in the overall maintenance of the existing transportation system in Alameda County. This included local streets, roads, and highways and public transit systems. There was also strong interest in having dedicated funding for the operations of the existing public transit system, and many participants commented on the need to restore AC Transit service to 2009 levels.

Access

Many outreach participants expressed a desire for a transportation system that provides convenient access to the places they need to go in their daily lives, such as school, work, community centers and shopping destinations. The transportation system in general, and the public transit system in particular, should be accessible for all users, including youth, seniors and disabled.

Equity

Many outreach participants supported the development of potential infrastructure investments that provide the greatest benefit to the most people and especially to those with the greatest need. Potential program suggestions included extended bus transfer times and a free youth bus pass program for 6th-12th grade students.

Safety

Safety was an important topic for many outreach participants, especially at transit facilities, and there were suggestions that additional lighting and signage be provided to increase the safety of transit facilities. There was also input received about the need for greater safety on local roads, especially in rural parts of the county.

Connectivity

Many outreach participants expressed a need for increased connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks. Comments also supported transit systems that are designed to connect people to community facilities and amenities.

Coordination

Increased coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding was an important topic for many participants. Coordination was specifically mentioned for BART, AC Transit and local shuttle service. Outreach participants also supported coordinated efforts to meet regional goals for reduced vehicle miles travelled (VMT).

Workshop Themes

Maintenance was a key theme at all five workshops, with each workshop having different levels of discussion around the remaining five themes of access, equity, safety, connectivity and coordination. Table 1: Key Themes by Workshop, summarizes the key themes that surfaced at each workshop.

Table 1: Key Themes by Workshop

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	X

In addition, each workshop had discussions with a distinct focus on topics that were emphasized by location:

- Oakland: Transit equity and access
- Fremont: Connectivity and coordination
- Hayward: Connectivity, maintenance and support for goods movement
- San Leandro: Connectivity (especially east/west circulation) and support for transit technologies like Next Bus and wayfinding signage
- Dublin: Maintenance, coordination and support for BART to Livermore (along I-580 alignment).

Projects and Programs

There was a strong correlation between the suggested project location or service area and where the participant lived. For example, BART to Livermore was a project identified primarily by residents from the East County planning area, with 62 of the 71 written comments in support of BART to Livermore attributed to that planning area. Of these comments, over half specifically expressed support for BART to Livermore along the I-580 alignment. In another example, 77 written comments were received in support of the free Eco Youth Bus Pass, with the majority of these written comments received from participants from the North County planning area. A complete list of projects and programs identified during this phase of the outreach process is included as Appendix E: CWTP Projects/Programs List from Outreach.

Additional Findings

In addition to the workshop themes and project and program related findings, the comments received during this phase of outreach also revealed the following:

- The vast majority of questionnaire respondents commute within Alameda County, including 77% of online questionnaire respondents and 87% of toolkit questionnaire respondents.
- Driving alone is the most frequently cited mode of transport in both the online and outreach toolkit questionnaire findings.
- Online respondents bike and take BART more than toolkit respondents.
- Low income and minority respondents generally indicated a higher need for accessible transportation services.
- Goods movement was the least cited type of transportation improvement needed in Alameda County. Participants generally recognized the importance of goods movement and asked for planning efforts to address its environmental and health impacts.

PARTICIPATION SUMMARY

Alameda County residents and businesses were offered opportunities to provide input through three main outreach activities. Residents could attend any of the five community workshops held in each Alameda County supervisorial district; respond to a questionnaire provided online from February 4th – March 27th; and/or participate in any of the 50 small group discussions led by CTC advisory group members and staff using an outreach toolkit. Over 1,300 comments were collected across the three methods, with the individual comments compiled into a comments database and sorted by category.

The project team, Nelson/Nygaard and MIG, Inc., in coordination with Alameda CTC staff and its advisory group members, worked collaboratively to ensure broad participation from Alameda County residents within a limited time period. Advisory group members included the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC).

Table 2: Participation Summary by Method, identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total listed in the table below.

Table 2: Participation Summary by Method

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 (612 completed questionnaires)
Online Questionnaire	693
TOTAL	1,605*

* Some individuals may have participated via more than one method

Workshops

Five workshops were held on weekday evenings at transit and ADA-accessible locations in each supervisorial district. The workshops were advertised through print and online notices and through various electronic and print outlets of advisory groups. The majority of workshop attendees learned about the workshop through e-mail. Referrals from friends and newspaper ads were also effective methods. Table 3: Workshop Participation by Location, lists the attendance for each workshop.

Table 3: Workshop Participation by Location

Workshop Date/Location/District	Number of Attendees
February 24th, 5:30-7:30 pm Oakland City Hall Hearing Room 3 District 4	53
February 28th, 6:30-8:30 pm Fremont Public Library Fukaya Room A District 1	35
March 9th, 6:30-8:30pm Hayward City Hall Conference Room 2A District 2	36
March 16th, 6:30-8:30 pm San Leandro Library Karp Room District 3	38
March 24th, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 5	26
TOTAL	188

Outreach Toolkit

Overall, 50 outreach toolkit sessions were conducted with strong participation from the northern and eastern planning areas. The toolkit proved to be an effective strategy for taking information about the planning process out to a diverse audience that may not otherwise have attended a community workshop or participated in the online questionnaire. Alameda CTC advisory group members provided an invaluable service by using this method to help meet Alameda County residents “where they are” and reach a broad audience that is reflective of the economic, ethnic and geographic diversity of Alameda County. Toolkit sessions were conducted with a variety of groups, including: seniors, bicyclists, faith-based groups, environmental groups, transit riders, Rotary Clubs, chambers of commerce and community-based organizations. Toolkit participation by planning area is described in Table 4, Comparison of Responses Between Methods by Planning Area. A detailed list of the toolkit sessions conducted is included as Appendix C: Submitted CWTP Outreach Toolkit Reports.

Participants in the outreach toolkit sessions were asked to complete a printed version of the online questionnaire which included questions about transportation planning needs, priorities and trade-offs. The questionnaire helped provide quantifiable results and demographic information about the respondents. It also allowed for a comparison of results between the two methods which is described later in this document.

Online Questionnaire

The online questionnaire was completed by 693 respondents. The online questionnaire was advertised through e-mail and prominently displayed on the Alameda CTC website. Online questionnaire participation by planning area is described below in Table 4: Comparison of Responses Between Methods by Planning Area. The percentage of countywide population resident in each planning area is given as a basis for comparison with actual participation by planning area. The results demonstrate a need to draw greater participation from the South and East County planning areas.

Table 4: Comparison of Responses Between Methods by Planning Area

County Planning Area	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
North	42%	62%	42%
Central	13%	15%	23%
South	11%	8%	22%
East	16%	9%	13%
Other**	12%	7%	n/a
Total	100%	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County. Note that the workshops are not included because information about residence was not collected at the workshops.

Participation Demographics

At the outset of the public participation process, a stakeholder list of over 200 organizations throughout Alameda County was compiled. Groups on this list were sent e-mails approximately every other week (four e-mails total) advertising upcoming workshops and encouraging participation in the planning process.

Midway through the outreach process, the project team met to review levels of participation based on geography and ethnicity. The project team recognized the need to increase outreach efforts, and made a series of targeted phone calls that are detailed in Appendix F: CWTP Stakeholder Outreach.

To encourage participation by Alameda County residents, especially low-income and limited English underrepresented populations, Alameda CTC took the following actions:

- Translated questionnaires into Chinese and Spanish and posted them on the project website.
- Offered language translation services for any language request.
- Developed a targeted outreach record to document efforts made to solicit input and participation from specific groups.

The ethnicity of respondents, when provided by respondents, is described in Table 5: Ethnic Participation by Method. Once again, the percentage of each ethnicity represented in countywide population is given as a basis for comparison with actual participation by ethnicity. The results suggest a need for expanded outreach to Asian/Pacific Islander and Latino residents in Alameda County during the remainder of the planning process.

While gaps may still exist, efforts will be made to ensure increased participation from specific groups during later phases of the project. One representative from a community-based organization also mentioned that local residents participate more actively in specific project-related outreach efforts and that the long-range nature of the CWTP makes it harder to attract interest and participation from people with busy lives and immediate, pressing concerns to attend to.

Table 5: Ethnic Participation by Method

Ethnicity	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
American Indian or Alaska Native	0.4%	2%	0%	0.4%
Asian or Pacific Islander	19%	8%	11%	33%
Black/African American	23%	9%	18%	12%
White/Caucasian	51%	71%	52%	36%
Spanish, Hispanic or Latino	4%	6%	4%	22%
Other	2%	4%	4%	3%

*2009 American Community Survey

The household income level of respondents, when provided by the respondents, is listed in Table 6, Income Level by Method. The results indicate that the outreach toolkit was an effective method for reaching participants with household incomes under \$50,000. The percentage of households at each income level in the county is given as a basis of comparison with respondents' income levels.

Table 6: Income Level by Method

Household Income Level	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
\$0-\$25,000	24%	8%	18%	21%
\$25,000-\$50,000	25%	17%	20%	23%
\$50,000-\$75,000	12%	19%	13%	20%
\$75,000-\$100,000	14%	21%	16%	14%
Over \$100,000	25%	35%	18%	22%

*2000 Census

RECOMMENDATIONS FOR NEXT PHASE OF OUTREACH

The public outreach activities generated a significant amount of input on transportation needs and priorities from across Alameda County. Moving forward, it will be very important to share the outreach findings from this phase of activity and maintain contact with all Alameda County residents and businesses who have participated to date, as well as continuing with targeted and strategic outreach to ensure that outreach efforts reflect Alameda County's geographic and ethnic diversity.

To improve outreach for future project phases, Alameda CTC should:

- Continue use of multiple methods of outreach. Participation results confirm that different methods are needed to reach a broad, representative audience;
- Across outreach methods, increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county;
- Across outreach methods, increase participation from residents in the central and southern planning areas;
- Expand use of outreach toolkit to help achieve participation representative of county demographics;
- Provide regular updates to the compiled list of participants; and
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Next Steps

The next steps for outreach and distribution of information about the planning process to the public include:

- Posting summary reports on the Alameda CTC project website;
- Notifying participants of future opportunities to participate and provide input; and
- Planning for a second round of community workshops in the fall of 2011 to review the draft CWTP and TEP.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

January-March 2011



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SUMMARY OF PUBLIC PARTICIPATION FINDINGS

INTRODUCTION

Between January and March 2011, the Alameda Countywide Transportation Planning outreach team conducted a variety of public participation activities to solicit input related to transportation needs and priorities for the update to the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP). The CWTP will be completed in 2012 and will prioritize projects and programs for funding for the next 25 years. The TEP will identify the funding priorities for an extension of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. The following summary describes the methods used to solicit input and key findings across these methods.

Breadth and Reach

Through a variety of methods, including workshops, targeted group outreach and an online questionnaire, this process generated input from over 1,600 Alameda County residents.

As a recipient of federal financial assistance, the Alameda County Transportation Commission (CTC) is required to ensure meaningful access to its programs, activities, and services for low-income and minority communities in order to comply with Title VI of the Civil Rights Act 1964. The public participation activities planned as part of this process were designed to ensure Title VI compliance and meaningful participation for all Alameda County residents and businesses.

The project team, Nelson/Nygaard and MIG, Inc., in coordination with Alameda CTC staff and its advisory group members, worked collaboratively to ensure broad participation from Alameda County residents within a limited time period. Advisory group members included the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC).

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones in the process, so interested residents can follow the process and know in advance when the CTC board will take final action;
- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities; and
- Generating significant public involvement in the development of both plans.

Public participation activities were conducted using the following tools and formats (described later in more detail):

- Public workshops
- Online questionnaire
- In-person small group dialogues using outreach toolkit with same questionnaire as online version
- Community and technical advisory working group meetings

This report describes these public participation activities in detail and the findings by and across outreach methods.

How This Information Will Be Used

The input generated during this phase of CWTP development will be used to inform project and program choices that are considered in the development of the draft Plan and the TEP. Additionally, the groups and individuals involved during this phase will be informed of Plan developments and encouraged to join in future participation opportunities. A second round of public workshops and public participation activities are planned for the fall of 2011 to coincide with the release and review of the draft Countywide Transportation Plan and the draft Transportation Expenditure Plan.

Participation Summary

Table 1: Participation Summary by Method identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total number listed in the table.

Table 1: Participation Summary by Method

Method	Number of Participants
Workshops (5)	188
Outreach Toolkit	724 (612 Completed Questionnaires)
Online Questionnaire	693
TOTAL	1,605*

* Some individuals may have participated via more than one method



A small group discussion at the Oakland Workshop

METHODOLOGY

The following section describes the three outreach methods used: Public Workshops, Outreach Toolkit and Online Questionnaire.

Public Workshops

Between February 24th and March 24th, five Alameda Countywide Transportation Plan community workshops were held. One workshop was held in each of the five Alameda County supervisorial districts. All workshops were held at transit and ADA-accessible locations. The workshops were designed to meet the following objectives:

- Provide an introduction and overview to the CWTP and TEP process;
- Share the working draft of the vision and goals;
- Solicit participant input on their transportation needs, especially as they relate to projects and programs described in the CTWP; and
- Solicit feedback on what trade-offs participants are willing to consider in light of fiscal constraints.

Table 2: Public Workshop Participation Summary

Workshop Date/Location/District	Number of Attendees	Comment Forms Received	Evaluations Received
February 24th, 5:30-7:30 pm Oakland City Hall Hearing Room 3 District 4	53	24	23
February 28th, 6:30-8:30 pm Fremont Public Library Fukaya Room A District 1	35	4	13
March 9th, 6:30-8:30pm Hayward City Hall Conference Room 2A District 2	36	11	7
March 16th, 6:30-8:30 pm San Leandro Library Karp Room District 3	38	9	8
March 24th, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 5	26	2	5
TOTAL	188	50	56

Workshop Outreach

Workshops were promoted and advertised through a variety of methods, including:

- E-mail announcements to existing lists and to stakeholder groups, including low-income and underrepresented groups;
- Alameda CTC E-Newsletter;
- Posting on the Alameda CTC website;
- Targeted print advertisements in ethnic and geographically targeted newspapers including Asian Week, Fronteras, Sing Tao Daily and Vision Hispana; and
- Website advertisements on Yahoo, targeted in Alameda County during the period the workshops were held.

Workshop Format

The five workshops were conducted by Alameda CTC staff, with consultant assistance, and followed a similar format in each location. Each participant received an agenda, comment card and an informational brochure describing the CWTP process. The workshops were called to order by a local elected official who provided welcoming remarks. Joan Chaplick or Carolyn Verheyen of MIG, Inc. then provided an overview of the evening's agenda and introduced Bonnie Nelson or Cathleen Sullivan of Nelson/Nygaard to give an overview presentation of the planning process and initial identified transportation needs.

At the conclusion of the overview presentation and a short question and answer period, meeting attendees were directed to work in small groups and discuss their transportation needs and priorities. Each group was facilitated and notes were recorded by an Alameda CTC staff or consultant team member. Participants were asked to identify their highest priority transportation needs and suggest projects and programs they thought should be included in the CWTP. Participants' comments were recorded on flip chart paper, and the facilitator asked the group to identify the group's top 2-3 priority needs and projects. After 35 minutes of small group discussion, the larger group reconvened and representatives from each small group reported out the key discussion points from their small group. The meeting facilitator then reminded the participants of the next steps in the process and of additional participation activities, including visiting the project website for further information. Following the meeting, the consultant team transcribed all of the comments recorded on the flip chart pages, and noted the comments that were included in the small group reports as group priorities. A transcription of these comments is available in Appendix D: CWTP Workshop Summaries and Materials.

Participants were encouraged to provide additional written comments via comment cards and to complete a short written workshop evaluation. The total number of workshop attendees, comment cards and evaluations received are included in Table 2: Public Workshop Participation Summary on page 4.

On the evaluation form, participants were asked to identify how they learned about the workshops. Results indicate that the majority of workshop attendees learned about the workshop through e-mail. Friends and newspaper ads were also effective methods. The results are presented on page 6 in Table 3: Participant Response to Workshop Notification Methods. Respondents were allowed to select multiple methods and therefore the responses do not total 100%.

Table 3: Participant Response to Workshop Notification Methods

	% of Participants
E-mail	43%
Friend	30%
Newspaper	25%
Website	13%
Other	13%
N/A	2%

Online Questionnaire

In coordination with the project team, MIG developed an online questionnaire to solicit input on the transportation needs and priorities of Alameda County residents. The 12-question questionnaire included trade-off questions designed to present residents with tough choices about transportation priorities, as well as questions to identify their basic travel patterns, transportation needs and demographic information. A copy of the questionnaire is included in Appendix B: Countrywide Transportation Plan Questionnaire.

The questionnaire was posted on the project website from February 4th through March 27th.

The online questionnaire was promoted through online communications and printed project materials that were distributed at community workshops and through various Alameda CTC Advisory Committee meetings.

Alameda CTC received 693 responses to the online questionnaire. There was a noticeable “bump” in questionnaire participation in the days following each community workshop.

To determine how well each planning area was represented in the survey, MIG coded each response by planning area. Some of the questionnaire responses did not have city location information, were unclear or were completed by a non-Alameda County resident and these responses were coded as “Other.” The overall percentage of online questionnaire responses by planning area is included in Table 4: Online Questionnaire Response Distribution by County Planning Area, which compares the questionnaire response distribution with the countywide population distribution.

Table 4: Online Questionnaire Response Distribution by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	62%	42%
Central	15%	23%
South	8%	22%
East	9%	13%
Other**	7%	n/a
Total	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

Outreach Toolkit

Recognizing that community residents are often not available, interested in or comfortable attending a community workshop, the project team developed an Outreach Toolkit for use by Advisory group members (or their representatives) and Alameda CTC staff to discuss the planning process and solicit input at community group meetings.

The Outreach Toolkit was designed to be used in a variety of settings and featured both short and long format outreach activities to optimize use of the kit. The toolkit activities could be conducted in as little as 15-20 minutes or longer, depending on how much time the group had. This format allowed Alameda CTC to reach existing groups and facilitated participation by those not likely to attend a public workshop.

Each toolkit included a meeting agenda, sign-in sheet, informational materials, a discussion guide to solicit feedback, and a questionnaire for each participant to complete. The kit also included an envelope with return postage and a reporting template for group moderators to complete and return to MIG.

CAWG, TAWG and other advisory group members were trained by MIG to conduct the outreach activities. These trainings are listed below in Table 5: Outreach Toolkit Trainings. In addition to the in-person trainings, MIG conducted an online toolkit training and posted a toolkit training overview on the project website.

Group moderators were instructed to provide a short description of the CWTP and then ask participants to complete a short questionnaire. The questionnaire mirrored the online questionnaire to allow for comparison of the results. The demographic information also provided feedback on what method was most effective for reaching different community members. It should be noted that not all toolkit participants completed a questionnaire. Some declined to complete or indicated they would respond using the online version.

Table 5: Outreach Toolkit Trainings

Date	Advisory Group
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24th	Steering Committee



Outreach Toolkit Folder

Overall, 50 toolkit sessions were conducted during February and March 2011 with a variety of groups, including:

- Seniors
- Bicyclists
- Faith-based groups
- Environmental groups
- Transit riders
- Rotary Clubs
- Chambers of Commerce
- Community-based organizations

Along with compiling results, the reporting form collected information about the characteristics of each group. The consulting team regularly reviewed this information throughout the process to ensure that there was participation from a variety of groups in each of the planning areas.

Table 6: Outreach Toolkit Participation by County Planning Area identifies the distribution of toolkit participants by planning area in comparison with countywide population. The “Countywide” category refers to organizations such as educators or health care providers that have a countywide focus. The East and North County planning areas were overrepresented in this process, the result of a good use of the toolkit in those areas. For a complete list of the toolkits completed, please refer to Appendix C: Submitted CWTP Outreach Toolkit Reports.

Outreach Toolkit Reporting Form

Table 6: Outreach Toolkit Participation by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	48%	42%
Central	13%	23%
South	11%	22%
East	16%	13%
Countywide Organizations	12%	n/a
Total	100%	100%

*2009 ABAG Projections

Comment Database

All three outreach methods provided participants an opportunity to comment, yielding over 1,300 written comments. These individual comments have been compiled into a comment database that is included as Appendix A to this summary. The comment database notes the source of each comment and sorts the comments by transportation need categories and, where applicable, by subcategory.

A review of the comment database indicates that the topic receiving the most comments is public transit, with more than half the comments related to public transit in some way. There were also numerous comments related to highways and roads and the bicycle and pedestrian environment. Other comments related to accessible transportation and parking demand management, as well as a small number of comments related to goods movement.

Many comments had multiple themes; for example, a comment might relate both to a bike lane and an interchange improvement. All of these comments are coded accordingly by transportation need category and included in the database.

Transportation Need Categories include:

- Accessible Transportation
- Bike and Pedestrian
- Goods Movement
- Highways and Roads
- Parking and Transportation Demand Management
- Planning and Outreach
- Public Transit
- Transit Enhancements and Expansion
- Transit Funding
- Transportation and Land Use Program
- Transportation System Management

Other needs that did not fall into the above categories were listed as “Other,” with a description.

Opinion Poll

A separate Opinion Poll of 813 Alameda County registered voters was completed by EMC Research between February 1 and March 28, 2011. The findings of this poll are included in a separate report.

KEY FINDINGS

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods. The results can be organized into six major themes and reflect multiple modes of travel, including vehicle, public transit, bicycle and pedestrian. The six themes included maintenance, access, equity, safety, connectivity and coordination. The key findings for each theme are as follows:

Maintenance

Many outreach participants expressed interest in the overall maintenance of the existing transportation system in Alameda County. This included local streets, roads, and highways and public transit systems. There was also strong interest in having dedicated funding for the operations of the existing public transit system, and many participants commented on the need to restore AC Transit service to 2009 levels.

Access

Many outreach participants expressed a desire for a transportation system that provides convenient access to the places they need to go in their daily lives, such as school, work, community centers and shopping destinations. The transportation system in general, and the public transit system in particular, should be accessible for all users, including youth, seniors and disabled.

Equity

Many outreach participants supported the development of potential infrastructure investments that provide the greatest benefit to the most people and especially to those with the greatest need. Potential program suggestions included extended bus transfer times and a free youth bus pass program for 6th-12th grade students.

Safety

Safety was an important topic for many outreach participants, especially at transit facilities, and there were suggestions that additional lighting and signage be provided to increase the safety of transit facilities. There was also input received about the need for greater safety on local roads, especially in rural parts of the county.

Connectivity

Many outreach participants expressed a need for increased connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks. Comments also supported transit systems that are designed to connect people to community facilities and amenities.

Coordination

Increased coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding was an important topic for many participants. Coordination was specifically mentioned for BART, AC Transit and local shuttle service. Outreach participants also supported coordinated efforts to meet regional goals for reduced vehicle miles travelled (VMT).

Transportation Needs

The following transportation needs were identified through the varying public involvement methods. The themes identified in this summary were those repeated across the varying methods. Transportation needs that identified a specific related project or program have been included in the Projects and Programs list which is included as Appendix B: Countywide Transportation Plan Questionnaire, and described beginning on Page 14. All comments received were included in Appendix A: CWTP Outreach Comment Database and coded for basic content. Comments related to transportation needs were reviewed and the results of these comments are described below and in Table 7: Percentage of Written Transportation Need Comments by Source.

Table 7: Percentage of Written Transportation Need Comments by Source

Transportation Need	Workshop	Toolkit Questionnaire	Online Questionnaire
Public Transit*	63%	46%	47%
Highways and Roads	13%	16%	16%
Bicycle and Pedestrian	13%	15%	19%
Accessible Transportation	3%	11%	6%
Other Needs**	8%	12%	12%

*Public Transit comments include comments coded in the Comment Database as Transit Enhancement and Expansion and Transit Funding

** Other Needs include Transportation System Management, Parking and Transportation Demand Management, Transportation and Land Use Program, Goods Movement and Freight, and Other Needs.

The four main categories, Public Transit, Highways and Roads, Bicycle and Pedestrian, and Accessible Transportation listed above accounted for the vast majority of transportation-need specific written comments across the workshops (92%), toolkit questionnaire (88%), and online questionnaire (88%). The other written comments were focused on related transportation needs that are described below.

Public Transit

Outreach participants expressed significant needs related to public transit. Comments centered on the need for developing and maintaining a safe, clean, reliable, connected and affordable public transit system, in addition to restoring AC Transit service to previous (2009) levels and providing more targeted service.

Specific BART suggestions included expanded BART service to San Jose and around the Bay, as well as expanded hours of operation and increased bicycle access. Specific AC Transit improvements focused on extended transfer times, targeted service between neighborhoods and community facilities, restored service levels and transit stop safety, cleanliness and information enhancements.

Many comments received related to transit affordability focused on support for providing free bus passes for school age youth.

There were also numerous requests for targeted shuttles and streetcars. For a complete list of public transit related comments, please refer to Appendix A: CWTP Outreach Comment Database.

Of the written comments received across the methods, 63% of workshop comments, 46% of toolkit questionnaire and 47% of online questionnaire comments were related to public transit, transit enhancements, expansion and funding. Among the workshop comments related to public transit there was a strong emphasis on transit funding.

Highways and Roads

Outreach participants wanted to maintain and improve the quality of existing highways and roads. Highway interchanges were often cited as areas needing improvement. Of the written comments received across the methods, 13% of workshop comments, 16% of toolkit questionnaire comments, and 16% of online questionnaire comments were related to highways and roads.

Specific needs expressed related to:

- Maintaining existing infrastructure;
- Improving interchange and intersection safety;
- Improving the capacity of local streets and roads for local circulation;
- Increasing connectivity; and
- Improving the quality of local roads to increase safety for all users.

Bicycle and Pedestrian

Outreach participants expressed a desire to walk and bike within cities safely and utilize regional biking resources like the Bay Trail and Iron Horse Trail. Of the written comments received across the methods, 13% of workshop comments, 15% of toolkit questionnaire comments, and 19% of online questionnaire comments were related to bicycle and pedestrian needs. Specific bicycle and pedestrian needs identified included:

- Increasing safety and signage;
- Enhancing connectivity on bike trails and developing additional bike lanes;
- Improving and maintaining existing bicycle and pedestrian infrastructure;
- Providing additional bicycle storage/parking at community facilities and employment centers; and
- Improving bicycle and pedestrian crossings at major roads, including grade separations.

Accessible Transportation

Outreach participants of all ages and abilities want to be able to use the transportation system and expressed needs for Accessible Transportation programs. Of the written comments received across the methods, 3% of workshop comments, 11% of toolkit questionnaire, and 6% of online questionnaire comments were related to accessible transportation needs. Specific accessible transportation needs identified included:

- Maintaining existing paratransit programs that provide access and comfort to elderly and disabled riders; and
- Increasing local shuttles and connections to community facilities.

Transportation System Management

Outreach participants expressed support for a variety of methods designed to improve overall traffic flow, minimize congestion and increase safety, broadly known as Transportation System Management. While discussed generally across the methods, Transportation System Management was not the subject of a significant volume of written comments. There were no written comments related to this need at the workshops. 1% of online questionnaire comments and 1% of toolkit questionnaire comments were related to transportation system management.

Specific Transportation System Management needs identified included:

- Improving ramp metering;
- Improving signal timing/synchronization, especially at night and mid-day; and
- Developing intelligent/adaptive intersections.

Parking and Transportation Demand Management

Outreach participants expressed support for a variety of alternatives to driving alone, incentives to use those alternatives and other strategies, broadly known as Parking and Transportation Demand Management. While discussed generally across the methods, Parking and Transportation Demand Management was not the subject of a significant volume of written comments. Of the written comments received across the methods, 3% of online questionnaire comments, 2% of toolkit questionnaire comments and 3% of workshop comments were related to this need.

Specific Parking and Transportation Demand Management needs identified included

- Expanding employer based incentives for alternatives to driving;
- Expanding congestion pricing; and
- Promoting car sharing.

Transportation and Land Use Program

Outreach participants expressed support for coordinated transportation and land use planning that will make it easier to walk and bike around cities in Alameda County. Many of the written comments related to other transportation needs are also related in some way to the policies and programs addressed by coordinated transportation and land use. While discussed generally across the methods, transportation and land use was not the subject of a significant volume of written comments. Of the written comments received across the methods, 3% of workshop comments, 1% of toolkit questionnaire comments, and 1% of online questionnaire comments were related to this need.

Additionally, there was support for:

- Encouraging Transit Oriented Development (TOD); and
- Funding planning and outreach efforts to build support for coordinated transportation and land use.

Goods Movement and Freight

Most outreach participants did not identify goods movement and freight as one of their high priority transportation needs. However, participants noted that it was an important transportation planning issue to address. Goods movement and freight is a transportation need that the general public is not strongly connected to. Comments related to this transportation need were usually focused on mitigating the human health and road quality impacts of goods movement and ensuring safe crossings across freight lines for bicyclists and pedestrians. Of the written comments received across the methods, 2% of online questionnaire comments, 2% of toolkit questionnaire comments and 2% of workshop comments were related to this need. Specific comments related to this topic indicated an interest in:

- Providing for the quick and efficient movement of trucks while addressing human health impacts of truck traffic and truck idling in neighborhoods; and
- Supporting rail projects (even those outside of Alameda County) that facilitate goods movement into and out of the county.

Other

Alameda County residents repeatedly asked for additional education and information for both users and operators of the public transit system. Of the written comments received across the methods, 5% of online questionnaire comments, 8% of toolkit questionnaire comments and 6% of workshop comments were related to these other needs.

Specific suggestions included:

- Developing education programs on:
 - How to use public transit
 - Transit civility
 - Bicycle and pedestrian safety and how to share the road;
- Improving marketing about the overall transit system and how to use it; and
- Providing consistent and timely information about transit service changes.

Suggested Projects and Programs

The more than 1,300 comments received during this phase of the project included over 200 specific project and program suggestions. These projects and programs have been compiled in a separate list that is included as Appendix E: CWTP Projects/Programs List from Outreach. The Projects and Programs List will be compared with the existing project and program lists that are maintained by the Alameda CTC.

The comments were reviewed by planning area source, when this information was available, which indicated in many cases that there was a correlation between the suggested project location or service area and where the participant lived. For example, of the 71 comments noting BART to Livermore as a priority project, 62 were from East County planning area residents. Bike and pedestrian improvement suggestions were often closely located to their area of residence.

Many of the suggested projects and programs were identified through one or two outreach methods only, including at a workshop, online questionnaire or toolkit.

There were also a handful of projects and programs, identified below, that were suggested across all of the methods including workshops, online questionnaires and toolkits. These projects and programs may have a stronger level of support than suggestions made through only one method.

Projects Identified Across All Methods

Public transit

- Dumbarton rail extension
- BART Extension to San Jose/San Jose Airport
- BART to Livermore (along I-580 alignment)

Bike and Pedestrian

- Bike Lane to San Francisco
- East Bay Greenway
- Iron Horse trail completion

Programs Identified Across All Methods

Highway

- Maintenance of existing highways
- 880 Congestion relief

Local Streets and Roads

- Maintenance of local roads
- Repair potholes
- Re-surface local streets
- El Charro Rd. to Stanley roadway expansion (specific project was noted in all three methods)

Public transit

- AC Transit service restoration
- Extended transfer times
- Transit amenities
- Extended transit hours
- Free ECO-Pass, youth bus pass
- Improved transit connections to BART



Small group discussion at the Dublin workshop

Bike and Pedestrian

- Highway crossings
- Bike safety
- Safe Routes to School
- Bike parking

Participation and Key Findings by Method

The three different outreach methods allowed for both quantitative and qualitative data to be collected for review and analysis. For example, the workshops featured facilitated small group conversations that allowed participants to share and discuss their views on transportation needs and identify their top priorities.

Online questionnaire participants were able to complete the questionnaire and provide additional feedback via open-ended responses. Toolkit participants were able to complete the questionnaire, provide open-ended responses and discuss transportation planning topics in a facilitated group. The results and topics of these discussions were recorded and submitted by the group facilitators.

The following section describes the participation results from each of these methods as well as the key findings.

Workshop Participation

There were 188 participants at the five workshops that were held during February and March, 2011. Specific information on where participants live was not collected. On an optional evaluation form, workshop participants were asked to provide basic ethnic and income information. As detailed in Tables 14 and 15 on page 25, the submitted evaluation forms with ethnic and income information indicate that the workshops attracted an even distribution of participants from all income levels. Ethnically, workshop participants were less diverse than Alameda County as a whole with only 4% of participants reporting as Latino and 11% as Asian.

Workshop Key Findings

Maintenance was a key theme at all five workshops. In addition, each workshop featured different levels of discussion around the remaining five themes of access, equity, safety, connectivity and coordination. Individual workshop summaries are attached to this report in Appendix D: CWTP Workshop Summaries and Materials, and include transcriptions from each small group breakout session. The main themes and discussion points from each workshop are summarized briefly below.

Oakland: Transit Equity and Access

Oakland workshop comments focused on equity and related policies to ensure access to an affordable, well-maintained and connected transit system. Participants also requested greater accountability and transparency in the use of transportation funds.

Fremont: Connectivity and Coordination

Fremont workshop comments were the most project-specific among the workshops, with strong interest in expansion of the BART system and many requests for improvements along I-880, I-680 and SR-84. Participants were also very interested in an increased level of coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding. There were mixed thoughts on Transit Oriented Development and related parking requirements.

Hayward: Connectivity and Goods Movement

Hayward workshop comments emphasized an interest in maximizing the value of infrastructure investment to serve the greatest number of people and connecting transit to neighborhoods and community facilities. Participants were especially interested in the use of technology, including real-time transit arrival signage, to improve the experience of using the existing transit system. There were also a number of comments related to the importance of goods movement in the county and accommodating truck travel.

San Leandro: Connectivity and Transit Technologies

San Leandro workshop comments focused on improving local and transit connections across San Leandro in east/west directions. Participants were especially interested in the use of technology and information, including real-time transit arrival information and wayfinding signage. There were also a number of comments about improving bicycle/pedestrian infrastructure and providing affordable transit options for youth.

Dublin: Maintenance and Coordination

Dublin workshop comments focused on maintaining the quality of the existing local road and transit network and supporting the implementation of Transit Oriented Developments. There was interest in greater coordination across regional boundaries and safety enhancements to the system for all users as well as the BART to Livermore project (mostly in favor of expansion along the I-580 alignment).

Table 8: Key Themes by Workshop summarizes the key themes that surfaced at each individual workshop. In addition to maintenance needs being discussed at all of the workshops, each workshop had unique overarching themes, including:

Table 8: Key Themes by Workshop

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	X

Workshop Small Group Discussions

Across the five workshops, there were 21 small group discussions. Many of the discussion points have been summarized in the overall workshop themes. At the conclusion of the small group discussions, participants were asked to review their discussion points and identify the top priority need areas.

The most commonly cited priority needs are listed below with a count of the number of groups that identified them:

- Maintenance of existing public transit system and local roads (12)
- Eco/Youth bus pass (10)
- Bicycle and pedestrian improvements (10)

Public transit related needs were the most commonly cited across all of the small group discussions. Comments related to public transit were nearly three times as frequent as comments related to highways and roads, bicycle and pedestrian, accessible transportation and other needs.

Project and Program suggestions at workshops were focused on highways and roads, public transit and bicycle/pedestrian improvements. The greatest number of specific highway and road projects were suggested at the Fremont workshop.

Outreach Toolkit Participation

Outreach through the 50 toolkit sessions helped engage and solicit input from 724 participants. 612 submitted completed questionnaires. These toolkits were used with a variety of audiences and served to inform people about the planning process and solicit input on needs and priorities.

Outreach Toolkit participation was spread throughout Alameda County with the North planning area (48% of respondents) and the East planning area (16% of respondents) most represented as detailed in Table 13: Comparison of Responses Between Methods by Planning Area on page 24. Toolkit participants were often low-income and ethnically diverse. Half of the toolkit participants (50%) had household incomes of \$50,000 or less and nearly half (49%) indicated that they are non-white, as detailed in Tables 14 and 15 on page 25. Outreach toolkit participants cited driving alone (59%) and taking a bus or shuttle (18%) as the modes of travel they use most.



Participants listen to small group reports in San Leandro

Outreach Toolkit Key Findings

Comments related to needs in the toolkit questionnaires were similar to comments made in the workshops, with the most emphasis on public transit, a secondary emphasis on highways/roads and bicycle/pedestrian improvements, and, to a lesser degree, on accessible transportation. The quantified responses to the individual questions are provided below. Question by question toolkit responses are included in Appendix B: Countywide Transportation Plan Questionnaire.

Needs

The most popular responses to the question about transportation needs were:

- Relieve street and highway congestion (72% of respondents)
- Expand transit to new areas (49% of respondents)
- Maintain existing transit (32% of respondents)

Trade-Offs

The consultant team designed the trade-off alternatives to provide insight into the many tough choices that must be made in the transportation planning process. However, numerous participants expressed discomfort with having to choose one trade-off over the other. Some asked, “Why can’t we have both?” and commented that it was difficult to make what they perceived as either-or choices. Therefore, the results of this series of questions provide some insight into preferences, but are not considered definitive statements on those preferences.

In response to the questions about transportation trade-offs, the following trade-offs were selected by toolkit questionnaire respondents:

- A. Maintain streets, roads and highways (52%)
(vs. expanding transit service and reliability, 49%)
- B. Provide more alternatives to driving (68%)
(vs. expanding highway capacity and efficiency to reduce congestion, 32%)
- C. Maintain and operate existing transit services (90%)
(vs. improving goods movement and freight, 10%)
- D. Improve transportation services for seniors and people with disabilities (67%)
(vs. expanding bicycle and pedestrian improvements, 33%)

As indicated in Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses, on page 21, toolkit and online questionnaire respondents prioritized the same trade-offs for Questions B and C, but prioritized different trade-offs for questions A and D. Questionnaire responses are summarized on the following page.

Whereas 52% of toolkit respondents favored maintaining streets, roads and highways in response to Trade-Off Question A as shown above, only 39% of online questionnaire respondents favored this choice.

In response to Trade-Off Question D, 67% percent of toolkit respondents favored improving transportation services for senior and people with disabilities in comparison to 46% of online questionnaire respondents.

Vehicle Miles Travelled Reduction

In response to the question about how to best reduce vehicle miles travelled in the County, toolkit questionnaire respondents strongly favored the following options:

- Building our cities so that you can walk or bike to more destinations (39%)
- Programs that encourage and educate people to use alternatives to driving (38%)

The least favored response was: Adding service to existing routes (30%).

Online Questionnaire Participation

Overall, there were 693 online questionnaire respondents. Online questionnaire participation was spread throughout Alameda County with the North planning area (62% of respondents) and the Central planning area (15% of respondents) most represented as detailed in Table 13: Comparison of Responses Between Methods by Planning Area on page 24. Online questionnaire participants were often high-income and less ethnically diverse as over half of the toolkit participants (56%) had household incomes greater than \$50,000, and 29% indicated that they are non-white, as detailed in Tables 14 and 15 on page 25. Driving alone (43%) and taking BART (18%) were the modes of travel most commonly cited by toolkit participants. Over 13% of online questionnaire respondents indicated that bicycling is their most common mode of travel, which was notably higher than the 7% of toolkit participants that indicated bicycling as their most common mode of travel.

Online Questionnaire Key Findings

Comments related to needs in the questionnaires submitted online were similar to comments made in the workshops, with the most emphasis on public transit, secondary emphasis on highways/roads and bicycle/pedestrian improvements, and, to a lesser degree, on accessible transportation. The online questionnaire respondents provided more specific open-ended comments about bicycle and pedestrian improvements than the toolkit questionnaire respondents. A greater percentage of online questionnaire respondents indicated that they take BART or bicycle as their primary mode of transportation. Online questionnaire respondents also made a number of specific comments about transit funding needs. Question by question online responses are included in Appendix B: Countywide Transportation Plan Questionnaire.

Needs

The most popular responses to the question about transportation needs were:

- Maintain existing transit (61% of respondents)
- Repair potholes and smooth the existing roadway (53% of respondents)
- Bike improvements (35% of respondents)
- Expand transit to new areas (34% of respondents)

Trade-Offs

In response to the question about transportation trade-offs, the following trade-offs were selected by online questionnaire respondents:

- A. Expand transit services and reliability (61%)
(vs. maintaining streets, roads and highways, 39%)
- B. Provide more alternatives to driving (80%)
(vs. expanding highway capacity and efficiency to reduce congestion, 20%)
- C. Maintain and operate existing transit services (88%)
(vs. improving goods movement and freight, 12%)
- D. Expand bicycle and pedestrian improvements (54%)
(vs. improving transportation services for seniors and people with disabilities, 46%)

In response to the Trade-Off Question A, 61% of online questionnaire respondents favored expanding transit services and reliability in comparison to 49% percent of toolkit respondents.

In response to the Trade-Off Question D, 54% of online questionnaire respondents favored expanding bicycle and pedestrian improvements in comparison with 33% percent of toolkit respondents.

As indicated in Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses, toolkit and online questionnaire respondents prioritized the same trade-offs for Questions B and C, but prioritized different trade-offs for questions A and D.

Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses

Trade-Off Question	Same Priority	Different Priority
Question A – Maintain roads vs. expand transit		X
Question B – Provide alternatives vs. expand highway capacity	X	
Question C – Maintain transit vs. improving goods movement	X	
Question D – Improve transportation for seniors and disabled vs. bike & pedestrian improvements		X

Vehicle Miles Travelled Reduction

In response to the question about how to best reduce vehicle miles travelled in the county, online questionnaire respondents strongly favored the following options:

- Building our cities so that you can walk or bike to more destinations (58%); and
- Adding service to existing transit routes (39%).

The least favored response was: Programs that encourage and educate people to use alternatives to driving (23%).

Additional Findings

In addition to the key findings and project and program related findings already described, the input generated during this phase of outreach also revealed the following:

Geographically-Related Findings

- Geographically specific project and program suggestions were made in proximity to those areas. For example, there were 71 written comments in support of extending BART to Livermore, and 62 of these comments were attributed to the East County planning area. Of these comments, over half specifically expressed support for extending BART to Livermore along the I-580 alignment. Similarly, capital projects including Highway 84 expansion and I-580/I-680 interchange improvements were primarily generated from the East County planning area.
- There were 77 written comments in support of the free Eco Youth Bus Pass and the majority of these came from the North County planning area.

- The vast majority of questionnaire respondents commute within Alameda County, including 77% of online questionnaire respondents and 87% of toolkit questionnaire respondents.

Mode of Travel

- Driving alone is the most frequently cited mode of transport in both the online (43%) and outreach toolkit questionnaire findings (59%).
- In response to question 3, online respondents bike (13%) and take BART (18%) more than toolkit respondents (7% bike and 6% BART).

Transportation Needs

- Low-income respondents generally indicated a higher need for access to paratransit services than those with a household income over \$25,000. Minority respondents indicated a greater need for relieving street and highway congestion than non-minority respondents.
- Non-minority respondents and those with a household income over \$25,000 indicated a higher need for bicycling improvements than minority respondents and those with a household income under \$25,000.
- Goods movement was the least cited type of transportation improvement needed in Alameda County. Participants generally recognized the importance of goods movement and asked for planning efforts to address its environmental and health impacts, especially as it relates to air quality.

OUTREACH EVALUATION AND TITLE VI COMPLIANCE

A Public Participation Plan for the CWTP was completed in December 2010, establishing performance measures related to understanding, accessibility, reach and diversity.

Workshop Evaluation Findings

Table 10: Workshop Evaluation Findings lists key findings from the 56 completed workshop evaluations received at the five workshops.

Table 10: Workshop Evaluation Findings

	Excellent	Good	Fair	Poor	No Opinion	No Answer
Workshop Notification	21%	32%	27%	16%	2%	2%
Open House and Handout Materials	27%	55%	7%	4%	2%	5%
Presentation	30%	55%	7%	0%	4%	4%
Meeting Location/Facility	48%	45%	4%	2%	0%	2%
Small Group Discussion	45%	50%	2%	0%	0%	4%
Workshop Overall	32%	61%	2%	0%	0%	5%

The workshop evaluations indicate that:

- 93% of the evaluations rated the workshops overall as excellent or good.
- Most workshop elements were rated as excellent or good.
- 43% of the evaluations rated the workshop notification as fair or poor, so that element needs to be improved for the next round of workshops in the fall.

Understanding

To determine if the workshops impacted participants' understanding, participants were asked if the workshops increased their interest in the CWTP process and enhanced their understanding of the issues and needs for transportation planning in Alameda County. According to the workshop evaluation responses provided in Table 11: Evaluation of Workshop Understanding, the workshops added to the majority of participants' interest in and understanding of the transportation planning process.

Table 11: Evaluation of Workshop Understanding

	Yes	No	No Answer
Did the workshop add to your interest in the CWTP process?	91%	2%	7%
Did the workshop enhance your understanding of issues and needs for transportation planning in Alameda County?	80%	13%	7%

Accessibility

Community workshops satisfied the accessibility evaluation criteria by accomplishing the following:

- Workshops were held in all four planning areas of the county.
- All meetings were accessible under the requirements of the Americans with Disabilities Act (ADA) and accessible by transit.
- Workshops were linguistically accessible to 100% of participants, with requests for translation due 3 working days in advance.

Reach

Overall reach targets were established for the entire CWTP process, and the current status of these efforts is listed below in Table 12: Reach Targets.

Table 12: Reach Targets

Reach Target	Overall Target Number Through November 2012	April 2011 Status
Comments in database	2,000	1,324
Individual participation	2,000	1,000
Website visits	500	~1,600
Online questionnaire responses	300	693

As indicated in Table 13: Comparison of Responses Between Methods by Planning Area, residents from the North and East County planning areas were well represented in this phase of the planning process. Future outreach efforts will need to be directed toward the southern and central portions of the county to ensure representative participation.

Table 13: Comparison of Responses Between Methods by Planning Area

County Planning Area	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
North	42%	62%	42%
Central	13%	15%	23%
South	11%	8%	22%
East	16%	9%	13%
Other**	12%	7%	n/a
Total	100%	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County. Note that the workshops are not included because information about residence was not collected at the workshops.

Diversity

Diversity goals were established to ensure participation representative of the countywide population and demographic distribution. Table 14: Ethnic Participation by Method identifies countywide ethnicity distribution and ethnic participation by method. The workshops are not included as ethnicity information was not collected at the workshops. Moving forward, greater efforts will be made to ensure broader participation from both Asian/Pacific Islander and Hispanic communities. To assist with this effort, the project team is working closely with Alameda CTC staff and advisory committee members to identify additional community-based organizations that can assist with soliciting and collecting input from community members that have not been engaged in this process to date.

Table 14: Ethnic Participation by Method

Ethnicity	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
American Indian or Alaska Native	0.4%	2%	0%	0.4%
Asian or Pacific Islander	19%	8%	11%	33%
Black/African American	23%	9%	18%	12%
White/Caucasian	51%	71%	52%	36%
Spanish, Hispanic or Latino	4%	6%	4%	22%
Other	2%	4%	4%	3%

*2009 American Community Survey

Income Level

The overall household income level for Alameda County is compared with the income level information provided by participants in both the outreach toolkit and the online questionnaire in Table 15: Income Level by Method. Income information was not collected at the workshops and is therefore not included below. The table indicates that the outreach toolkit was an effective tool for generating participation from participants with household incomes under \$50,000.

Table 15: Income Level by Method

Household Income Level	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
\$0-\$25,000	24%	8%	18%	21%
\$25,000-\$50,000	25%	17%	20%	23%
\$50,000-\$75,000	12%	19%	13%	20%
\$75,000-\$100,000	14%	21%	16%	14%
Over \$100,000	25%	35%	18%	22%

*2000 Census

Title VI Compliance

In keeping with the spirit of Title VI compliance, Alameda CTC made a number of specific efforts to include broad representation from Alameda County residents and low-income/underrepresented populations in particular. To accomplish this, Alameda CTC:

- Offered language translation services for any language request. Based on requests, the questionnaire was translated into Chinese and Spanish and posted on the project website; and
- Developed a targeted outreach log to document efforts made to solicit input and participation from specific groups. This log is included in Appendix F: CWTP Stakeholder Outreach.

Recommendations for Next Phase of Outreach

The public outreach activities generated a significant amount of input on transportation needs and priorities from across Alameda County. Moving forward, it will be very important to share the outreach findings from this phase of activity and maintain contact with all Alameda County residents and businesses who have participated to date, as well as continuing with targeted and strategic outreach to ensure that outreach efforts reflect Alameda County's geographic and ethnic diversity.

To improve outreach for future project phases, Alameda CTC should:

- Continue use of multiple methods of outreach. Participation results confirm that different methods are needed to reach a broad, representative audience;
- Across outreach methods, increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county;
- Across outreach methods, increase participation from residents in the central and southern planning areas;
- Expand use of outreach toolkit to help achieve participation representative of county demographics;
- Provide regular updates to the compiled list of participants; and
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Next Steps

The next steps for outreach and distribution of information about the planning process to the public include:

- Posting summary reports on the Alameda CTC project website;
- Notifying participants of future opportunities to participate and provide input; and
- Planning for a second round of community workshops in the fall of 2011 to review the draft CWTP and TEP.

Appendix A: CWTP Outreach Comment Database

**Alameda County Transportation Commission
Appendix A: CWTP Outreach Comments Database**

Source Key
ON = Online
TK = Toolkit
WK = Workshop

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	4	N/A	Developing transportation systems for HIV + individuals to connect with their medical appointments	Accessible Transportation
ON	4	N/A	Free Senior Shuttles to Senior Center	Accessible Transportation
TK	4	N/A	I am disabled so long term will need to switch to paratransit	Accessible Transportation
TK	4	N/A	Increase number of paratransit vans	Accessible Transportation
TK	4	N/A	More disabled access	Accessible Transportation
TK	4	N/A	More service for disabled	Accessible Transportation
TK	4	N/A	Only Considered with paratransit	Accessible Transportation
TK	4	N/A	sedans for seniors/ disabled not lift vans	Accessible Transportation
TK	4	N/A	we want your help for seniors group bus	Accessible Transportation
ON	5	N/A	expand paratransit service area	Accessible Transportation
ON	5	N/A	Identifying or promoting CWTP systems that provide discount rates for the medically or financially disadvantaged	Accessible Transportation
TK	5	N/A	more handicap access	Accessible Transportation
ON	5	N/A	more paratransit service	Accessible Transportation
TK	5	N/A	sedan, ramp vans for disabled	Accessible Transportation
TK	5	N/A	Specifically Paratransit Services	Accessible Transportation
TK	6	N/A	expand Paratransit services	Accessible Transportation
TK	6	N/A	serve seniors association	Accessible Transportation
TK	7	N/A	Para Trans.	Accessible Transportation
TK	7	N/A	paratransit	Accessible Transportation
ON	8	N/A	Better transportation for seniors to give them a viable option to stop driving - maybe a van that can pick them up, since many of them can't walk far enough to get to the bus stop.	Accessible Transportation
ON	8	N/A	find ways to keep seniors independent in their own cars; paratransit is a very poor system, suitable only for the most disabled or elderly frail.	Accessible Transportation
ON	8	N/A	Focus on neighborhood access of transportation for seniors and disabled people too, not just downtown.	Accessible Transportation
ON	8	N/A	Helping seniors stay mobile after giving up their cars	Accessible Transportation
TK	8	N/A	Maintain Transportation for seniors	Accessible Transportation
ON	8	N/A	Making bigger or more buses available for trips/events/activities.	Accessible Transportation
TK	8	N/A	Older Adult Population Increasing	Accessible Transportation
TK	8	N/A	provide or have contract with a taxi company for transportation of seniors	Accessible Transportation
ON	8	N/A	Seniors and people with disability should be provided housing options with adjacent services	Accessible Transportation
TK	9	N/A	get rid of gas guzzling, empty lift vans (paratransit) except for wheel chair users. restore paratransit services that were cut.	Accessible Transportation
TK	9	N/A	Paratransit for seniors	Accessible Transportation
TK	9	N/A	reduce cost of paratransit	Accessible Transportation
TK	10	N/A	city of Richmond Paratransit system	Accessible Transportation
TK	10	N/A	Expand paratransit services. Need seamless transportation across county lines.	Accessible Transportation
ON	10	N/A	Make Paratransit accessible to areas not on a regular bus route- this is ridiculous.	Accessible Transportation
ON	10	N/A	More spaces need to be created on buses for people with disabilities. For many people with disabilities public transportation is the only way they can afford to get around. Having more spots available on buses for public transportation would ensure that people don't miss getting on a bus because the wheelchair spots are already taken. I have heard from people in wheelchairs that they often have to wait earlier or wait a few buses to get a bus with an empty wheelchair space.	Accessible Transportation
TK	10	N/A	Reduction of cost for paratransit and increasing area, coverage, reservation system improvements	Accessible Transportation

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	10	N/A	regarding paratransit: Better scheduling, on time performance, improving door to door service, improve custom service	Accessible Transportation
TK	10	N/A	seniors for paratransit, should bring larger ones back into the program	Accessible Transportation
TK	10	N/A	The seniors who come from St. Mary's Center going to downtown are (can't really make out the rest)	Accessible Transportation
TK	10	N/A	the structure of paratransit and how its required to only provide service when the transportation agencies travel not serving the needs of the people	Accessible Transportation
ON	8	N/A	Again, this is another false survey choice - pedestrian improvements help both seniors and disabled persons (esp. sidewalk widening projects, adding curb cuts, pedestrian crossing safety improvements).	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	also a false choice	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	As with other questions you force either-or answers when many want a balance and cost-effectiveness.	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Big one!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both are important and interrelated, should be done together.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both are important!	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Both are important!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both of these improvements are VERY important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	BOTH of these improvements are VERY important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both of these options are equally important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	cant you do both? they are so important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	clearly both are important (not an either/or, since many seniors/disabled people can't drive anyway)	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	distinct need	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	FALSE CHOICE, these are complementary , seniors are peds	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	I am a snior, this is a hard choice	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	I think these are interrelated - many people who walk are seniors, and many pedestrian improvements result in better access for people with disabilities.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Improving pedestrian access can reduce need for "specialized" transportation. Stop discrimination.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Improving pedestrian facilities will indirectly improve mobility for some seniors and peoples with disabilities.	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Industrial area	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Many senior citizens are pedestrians or bike so improving these networks could benefit them directly.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	none	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	None of the choices	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	not a fair choice! However most pedestrian improvements will also improve walking for seniors and disabled so both groups will win	Accessible Transportation; Bike and Pedestrian

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	8	N/A	not fair tradeoff	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Oakland Berkeley area	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Oh, come on, this is a Sophie's Choice.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Surely you can improve services for seniors / people w. disabilities AND make bicycle and pedestrian improvements	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	there the something	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	These are not exclusive; CTWP should do both	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	They are both important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This is a terrible choice as are many of the others. They are both/all important.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	this is a tough one. both are important. I recently had a baby and use the elevators a lot more than usual now at BART stations. etc. Public transit is not easy for folks with disabilities to use!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This is NOT an either or choice!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This question implies you can't have both - why not? And, it also implies that improvements for seniors aren't about improving ped facilities for all, which they are.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This question is awful. Pedestrian improvements benefit seniors and persons with disabilities. Why make me choose?	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	We should not be having to make this choice. We need both as our population ages and as we address transport sustainability.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	We shouldn't have to choose between these options.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	What kind of choice is this?	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	why is this an either/or choice? both are very important!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Why is this an OR? It should be both.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You are pitting the senior/disability community against pedestrians. This is UNACCEPTABLE! We are the SAME people! If transpo system is stable, we get fed matching funds to help ADA costs!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You can do both simultaneously. Seniors walk and ride transit, so if you make improvements for them, it will benefit the overall population.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You're really going to make me choose between seniors, people with disabilities and expanding bike and pedestrian improvements? This is ridiculous. We can - and should - do both. Walkable neighborhoods are better for both pedestrians and seniors.	Accessible Transportation; Bike and Pedestrian
ON	10	N/A	I'm disappointed that I was asked to choose between improvements for seniors and those for bicyclists.	Accessible Transportation; Bike and Pedestrian
TK	10	N/A	Iron Horse Trail be motorized wheelchair accessible for entire trail.	Accessible Transportation; Bike and Pedestrian
TK	10	N/A	Please fix the uneven sidewalks. Older people are falling too much and getting hurt.	Accessible Transportation; Bike and Pedestrian

Source	Question Answered	Mtg	Comment	Transportation Need Category
WK	Needs	San Leandro 3/16	Too much emphasis is put on forwarding bike projects, which by their very nature exclude a certain population from accessing (i.e., those unable to ride a bike). There seems to be an agenda to force everyone to accept that bikes are a more valid transportation option than others. In some cases, bikes and their associated facilities are important. But, in other areas, they are either unwarranted or unnecessary. A better focus would be on the pedestrian environment. Everyone, except those who travel from their car to their house (and back again), need pedestrian improvements. I realize that the bike lobby is a powerful force. However, any improvement that only benefits a small population - or <u>excludes</u> a population (disabled, elderly) - should <u>not</u> be a priority!	Accessible Transportation; Bike and Pedestrian
ON	10	N/A	Almost all the above listed priorities/projects are important to improving transportation with and between the counties.	Accessible Transportation; Bike and Pedestrian; Goods Movement; Highways and Roads; Public Transit
TK	8	N/A	both of these over expanding highway capacity (at a tiny fraction of the cost)	Accessible Transportation; Bike and Pedestrian; Highways and Roads
ON	8	N/A	neither--both are in good shape--concentrate on shortening road repair job time frames	Accessible Transportation; Bike and Pedestrian; Highways and Roads
ON	8	N/A	Again, why are we pitting these smaller things against each other instead against highway are rail projects?	Accessible Transportation; Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	The BART Oakland Airport Connector is a waste of money, BRT would be more cost effective and help more people. Generally speaking, I'm in favor of projects that help the most people (like basic sidewalk and intersection improvements) instead of oh-ah projects (like the Airport Connector). Two of the questions I had a hard time with: #5: you can't have reliable transit system without well maintained roads. #8: in addition to services, bike, and especially pedestrian, improvements also help elderly and disabled persons This includes transit accessibility issues (paratransit, economic/transit justice, ped safety/access, BART station safety, etc.)	Accessible Transportation; Bike and Pedestrian; Highways and Roads; Public Transit
ON	5	N/A		Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	EBOT - provides greatly improved service for seniors and can support bikes with Complete Streets	Accessible Transportation; Bike and Pedestrian; Public Transit
TK	8	N/A	Improving services for seniors and disabled has been done. Bike shuttle and safe bike parking.	Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	Safe streets for walking & biking will lead more to take the bus & connect to other transit options, and reduce their driving--more bus connections = more transit options for seniors & disabled as well!	Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	More, and better, curb cuts all over the city. Also, more timely van services for people with disabilities.	Accessible Transportation; Highways and Roads
ON	10	N/A	Okay I have a theme here, people need jobs, our roads need fixing, sorry I'm stuck on that...also our seniors and disabled need improved access although I have to admit we are better than some. I would like to see transitional age youth given jobs in transportation.	Accessible Transportation; Highways and Roads
ON	10	N/A	Education/outreach programs for non-disabled older people, those who are "merely" slowing down and getting creaky and stiff, about how to maintain their driving abilities. Also come up with plans and programs to make public transportation more user-friendly to this population. Right now everyone takes their lives in their hands whenever they use public transportation, unless they are young and agile. That way those over 60 can stay in their homes, still be at least somewhat independent, and stay out of assisted living facilities!	Accessible Transportation; Other Needs - Education
TK	4	N/A	Additional Parking- senior center	Accessible Transportation; Parking and Transportation Demand Management
ON	10	N/A	Have a centralized phone service this has all transportation information for paratransit (like 511)	Accessible Transportation; Parking and Transportation Demand Management

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	6	N/A	Computer dispatched shuttles coordinated via Google World and GPS resists Dial-a-Ride	Accessible Transportation; Parking and Transportation Demand Management; Public Transit
TK	4	N/A	How to travel about when unable to drive	Accessible Transportation; Public Transit
ON	4	N/A	Reinstating bus service (increased hours, frequency and lines). Also, taking measure to make public transit and paratransit accessible to people with disabilities that involve chemical, electrical, and other environmental sensitivities.	Accessible Transportation; Public Transit
TK	4	N/A	van/taxis which can carry wheelchair riders and regular riders (together in same van?)	Accessible Transportation; Public Transit
TK	6	N/A	paratransit for those qualifying and van/ taxis for all persons, including disabled and non-disabled	Accessible Transportation; Public Transit
ON	7	N/A	accessibility on fixed-route transit services need to be improved	Accessible Transportation; Public Transit
TK	7	N/A	Make BART and bus more accessible for wheel chair users	Accessible Transportation; Public Transit
TK	8	N/A	AC Transit and Paratransit	Accessible Transportation; Public Transit
ON	8	N/A	MORE SENIOR SECTIONS ON BUSES	Accessible Transportation; Public Transit
ON	10	N/A	1. Make current public transportation more accessible to people with visual impairments (buttons on buses currently hard to locate, bus stops not accessible to people who can't see to find them, bus seats on newer buses difficult to find & far from driver) 2. Increase Paratransit services to a wider area. 3. Increase frequency of buses (if buses only run on the 1/2 hour or hour then it is not convenient for people to use to get to work, etc.)	Accessible Transportation; Public Transit
ON	10	N/A	As a teacher of blind and visually impaired students I am most concerned about maintaining bus lines, providing good transit connections and training of transit operators.	Accessible Transportation; Public Transit
TK	10	N/A	Expand into areas not currently served i.e. BART and buses aren't accessible to all.	Accessible Transportation; Public Transit
ON	10	N/A	Fares should not be increased unless family income has statistically increased. Senior fares should not be increased during periods when Social Security benefits do not increase.	Accessible Transportation; Public Transit
TK	10	N/A	Have those that make the transportation decisions be forced to ride buses as disabled person or as a senior who cannot get their seats reserved for them	Accessible Transportation; Public Transit
ON	10	N/A	Keeping the senior and disabled passes at or close to current rates. On limited income, transit is our only way to get to doctor's appointments, churches, visits or social activities. The social security income in not keeping pace with the cost of living. Basics (medicine, drug store, grocery store) prices are increasing and our income does not keep pace as it is. Please do not take our freedom away by raising prices. Many of us have limited income with no chance (due to disability) to earn more, no family and no other financial resources. If you double our bus passes - for some of us, you will end life as we know it. We will be isolated and unable to interact with the rest of the world. Please do not save money for the system by raising prices on the most vulnerable. Thank you.	Accessible Transportation; Public Transit
TK	10	N/A	less time waiting for the buses or paratransit	Accessible Transportation; Public Transit
TK	10	N/A	van/taxis which are regular taxis (serving exactly as taxis do but equipped with lifts)	Accessible Transportation; Public Transit
WK	Needs	Oakland 2/24	Dear Sirs, most of my clients are SSI receivers. It is said SSI will be cut another 15 dollars. The resulting amount is \$45 minus 15=30, if the bus pass going to increase to 45 dollars, so all together the amount cut equal to 40 dollars, which means the SSI like to be cut to 795 dollars. My clients will have a real hard time. Amount received by senior citizens on SSI: before cut and bus pass increased fee - SSI-\$845, bus pass \$20; after cut and bus pass increased fee - SSI-\$835, bus pass \$45. The real impact on the SSI receivers is \$40 instead of \$15.	Accessible Transportation; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
WK	Needs	Oakland 2/24	We need safer buses more service weekends and nights. Buses that will have room for passengers to sit, room for wheelchairs, strollers, and carts. More racks for bikes. More American made buses. Pay stations at heavy locations. Reasonable fares for low income rider.	Accessible Transportation; Public Transit
WK	Needs	Oakland 2/24	My name is Elena Berman and I am a coordinator of services at St. Mary's Center in West Oakland. I have had extensive conversation about the service cuts and the overall quality of public transportation. And although many of our seniors appreciate the use of public transportation, they find the cuts in lines as well as the proposed fare increases completely unjust. The reduction in services for the 72N and the 72R have made it impossible for some to attend our Sunday dinner which has become an integral part of our community. There has been cuts to the bus line for "Pill Hill" where many members get free medication. This has been a complete dis-service for our community. The fare hike along with the cuts to SSI (\$15) may cause drastic lifestyle changes in many of the lives of our seniors. Please do what is fair and allocate the proper amount of funds to public transportation.	Accessible Transportation; Public Transit; Transit Funding
TK	4	N/A	Corporate sponsorship of senior transportation	Accessible Transportation; Transit Funding
TK	5	N/A	funding to expand paratransit services beyond the 3/4 barrier	Accessible Transportation; Transit Funding
TK	10	N/A	Have paratransit service continuously without drop offs between bay area counties. the gps computer systems on paratransit dont give correct directions. get the \$12million back!!	Accessible Transportation; Transit Funding
TK	10	N/A	Paratransit is very costly for disabled individuals, so making it more affordable by subsidizing it more is vital to keeping that community healthy and connected.	Accessible Transportation; Transit Funding
ON	8	N/A	Both improving transportation services for seniors and people with disabilities and expanding bicycle and pedestrian improvements should be prioritized. Measures should be taken to improve transit for people with disabilities that involve chemical, electrical and other environmental sensitivities. For example, only fragrance-free, environmentally friendly cleaning products should be used on public transportation, in BART stations, etc.	Accessible Transportation; Transportation Trade-Offs
ON	4	N/A	9th St Bicycle Crossing at Ashby to Emeryville Greenway	Bike and Pedestrian
ON	4	N/A	An alternative to Niles Canyon for cyclists to commute thru	Bike and Pedestrian
ON	4	N/A	bicycle lane on Industrial Blvd. in Hayward	Bike and Pedestrian
ON	4	N/A	bicycle path to shoreline/maina	Bike and Pedestrian
TK	4	N/A	Bicycling improvements for community	Bike and Pedestrian
TK	4	N/A	Bigger bicycle lanes	Bike and Pedestrian
ON	4	N/A	Bike bridge for Alameda	Bike and Pedestrian
TK	4	N/A	Bike lane on San Pablo Ave.	Bike and Pedestrian
TK	4	N/A	Complete bike trail systems	Bike and Pedestrian
ON	4	N/A	Dedicated bike lanes	Bike and Pedestrian
ON	4	N/A	Get bicycles off the two lane roads-they're a HAZARD !	Bike and Pedestrian
ON	4	N/A	greenway under BART tracks	Bike and Pedestrian
ON	4	N/A	Improve safety and prevent violence to encourage walking and biking	Bike and Pedestrian
ON	4	N/A	make certain streets in Albany exclusively for bikes, pedestrians-- esp. for students safety (around schools)	Bike and Pedestrian
ON	4	N/A	More bike lanes! This would prevent injuries/deaths and relieve traffic congestion because more people would commute by bicycle if they had access to a better bike lane system.	Bike and Pedestrian
TK	4	N/A	Oakland to San Leandro Greenway	Bike and Pedestrian
ON	4	N/A	Pedestrian/bike option for West side of Alameda to Oakland	Bike and Pedestrian
ON	4	N/A	safe routes to transit	Bike and Pedestrian
TK	4	N/A	sidewalks have cracks in them	Bike and Pedestrian
TK	4	N/A	transportation out of this city of Pleasanton that is walker friendly	Bike and Pedestrian
ON	4	N/A	We need bike lanes in downtown Oakland, particularly along 14th Street heading from the lake to downtown.	Bike and Pedestrian
ON	4	N/A	Would have added pedestrian if given the option.	Bike and Pedestrian
ON	4	N/A	Would have added pedestrian if given the option.	Bike and Pedestrian
ON	5	N/A	ability to walk/bike over bay bridge	Bike and Pedestrian
TK	5	N/A	contract for valet bike parking for city and public events.	Bike and Pedestrian
ON	5	N/A	creating more bike lanes in Oakland	Bike and Pedestrian

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	5	N/A	Existing transportation networks have to be updated for MORE safe capacity for growing pedestrian and bike safety	Bike and Pedestrian
TK	5	N/A	Improve infrastructure for bicyclists safety	Bike and Pedestrian
ON	5	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	5	N/A	prioritize bike routes for repaving	Bike and Pedestrian
ON	5	N/A	Provide wide outside lanes for cyclists, not more dangerous bike lanes	Bike and Pedestrian
ON	5	N/A	Sacramento St. from Ashby to Rose Sts.	Bike and Pedestrian
TK	6	N/A	Bike facilities	Bike and Pedestrian
ON	6	N/A	complete streets for bikes and peds	Bike and Pedestrian
TK	6	N/A	Fully implement all bicycle and Ped master plans in the county	Bike and Pedestrian
TK	6	N/A	Greenway 12th St. - San Leandro Blvd.	Bike and Pedestrian
ON	6	N/A	implement bicycle master plans	Bike and Pedestrian
ON	6	N/A	Improve bike mobility and accessibility. Still too dangerous.	Bike and Pedestrian
ON	6	N/A	It's a State project, but continue the bike/walk way all the way across the Bay Bridge to SFI!	Bike and Pedestrian
ON	6	N/A	make a connected bicycle network with bicycle bridges over barriers such as I-880	Bike and Pedestrian
TK	6	N/A	making sure that sidewalks are done	Bike and Pedestrian
ON	6	N/A	More bike lanes - one is desperately needed on San Pablo avenue, which is an important route and very dangerous as is for cyclists - a two way bike path down the median would be ideal. Also probably not within your purvue, but extending the pedestrian path on the west span of the Bay Bridge would give folks an alternative to driving and public transit between SF and the East Bay.	Bike and Pedestrian
ON	6	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	6	N/A	More bike routes through downtown Oakland: Downtown is a great destination for bicycle travel, but once you get near downtown the streets become unsafe.	Bike and Pedestrian
ON	6	N/A	more greenways on Mission Blvd.	Bike and Pedestrian
ON	6	N/A	work sites should provide a locker room for a cyclist to "freshen" up in--shower, change.	Bike and Pedestrian
ON	7	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	8	N/A	All cities should expand bicycle lanes and improve pedestrian routes/services.	Bike and Pedestrian
ON	8	N/A	bicycle path access to shoreline/marina	Bike and Pedestrian
TK	8	N/A	complete trail system	Bike and Pedestrian
TK	8	N/A	Cycling & pedestrian improvements better the community	Bike and Pedestrian
TK	8	N/A	Davis Street (bike and pedestrian improvements)	Bike and Pedestrian
ON	8	N/A	Downtown Oakland bicycle routes and pedestrian safety underneath highway overpasses (i.e. 880 downtown, 580 near Mosswood, etc.)	Bike and Pedestrian
ON	8	N/A	expanding bicycle and pedestrian improvements with all pedestrians in mind. Health equity should be prioritized	Bike and Pedestrian
ON	8	N/A	Focus on multi-mile bike thruways, so we can actually get from Point A to Point B without facing some really dangerous sections/gaps in the bike routes.	Bike and Pedestrian
ON	8	N/A	greenway under BART tracks	Bike and Pedestrian
ON	8	N/A	Hayward is not a safe place to ride a bike at all hours.	Bike and Pedestrian
ON	8	N/A	I mean not more dangerous bike lanes but 18 hour effective cycling programs over 9 weeks.	Bike and Pedestrian
ON	8	N/A	improved sidewalks, Piedmont Ave, under freeways	Bike and Pedestrian
TK	8	N/A	maintained better trails, i.e., Iron Horse Trail	Bike and Pedestrian
ON	8	N/A	More bicycle lanes on every road.	Bike and Pedestrian
ON	8	N/A	More bike lanes thru out county	Bike and Pedestrian
TK	8	N/A	Oakland-San Leandro Greenway	Bike and Pedestrian
TK	8	N/A	Pedestrian Improvements	Bike and Pedestrian
ON	8	N/A	Require sidewalks in new commercial areas so taht pedestrians have a safe place to walk.	Bike and Pedestrian
ON	8	N/A	safer streets to bicycle on and safer streets to walk across	Bike and Pedestrian
ON	9	N/A	Increase safety and prevent violence to encourage walking and biking	Bike and Pedestrian
ON	9	N/A	make cities, as they exist now, more bike rider friendly.	Bike and Pedestrian
ON	9	N/A	Make Oakland and surrounding cities more bike-friendly.	Bike and Pedestrian
ON	9	N/A	Making biking and walking the easy choice, the safe choice, and the affordable choice for pedestrians	Bike and Pedestrian
ON	9	N/A	More bike lanes thru out county	Bike and Pedestrian

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	9	N/A	require all new building provide secure bicycle parking and shower facilities in office buildings	Bike and Pedestrian
TK	10	N/A	Bicycle path on (west) suspension span of Bay Bridge. Bicycle path on Richmond/San Rafael Bridge.	Bike and Pedestrian
ON	10	N/A	Bike and Walk. Americans are lazy and fat. Let them get used to the fact of this and we'll do fine.	Bike and Pedestrian
ON	10	N/A	Conversion of the disused Rail road routes in Fremont to multi use /bicycle trails	Bike and Pedestrian
ON	10	N/A	Create more routes for pedestrians and bicycles that are away from stinky, dangerous, fast-moving autos, and provide convenient, clean, secure places to lock bikes.	Bike and Pedestrian
ON	10	N/A	Creating cross-town bikeways that separate bicycles from vehicular traffic routes.	Bike and Pedestrian
ON	10	N/A	East Bay Greenway, Completion of Iron Horse Trail, LAMMPS project in Oakland at Mills College, Bay Bridge Pathway, Gateway Park, bike lane between UC Berkeley and downtown Oakland	Bike and Pedestrian
TK	10	N/A	Expanding Bike Friendly roads/ trails/ paths	Bike and Pedestrian
ON	10	N/A	Finish connecting the Bay Trail, so that I can bike-commute from Richmond all the way to San Jose without coming to dead-ends or risking my life on some dangerous, car-and-big-truck dominated sections of street.	Bike and Pedestrian
TK	10	N/A	foothill bike path!	Bike and Pedestrian
ON	10	N/A	Having to walk or bicycle under highway overpasses poses a big psychological barrier for people to enter various neighborhoods. For example, the 880 overpass that separates Jack London Square from downtown is loud and dirty, smells bad, always has garbage, and is a haven for homeless people. It could be re-designed to have smooth walls, with beautiful mosaics or murals, adequate lighting, and a sound barrier to the highway noise. This would boost foot and bicycle traffic to Jack London Square, especially at night. The same is true for many neighborhoods next to highway overpasses. Also, please put in more secure bicycle lockers at downtown BART stations, commercial centers, and other destination spots. Serious, everyday cyclists are more likely to go places where they know their bicycle will be safe from theft, or having parts stripped off.	Bike and pedestrian
ON	10	N/A	I would like to see more bike friendly access of the Webster Street tube or the Alameda Oakland Pedestrian/Bike Bridge.	Bike and Pedestrian
ON	10	N/A	I would love a clean, safe Hayward where residents felt safe to walk to stores, schools, etc. Improvements have been made but there's a long way to go.	Bike and Pedestrian
ON	10	N/A	I'd love to see safe bike routes across town (like the ones in Berkeley). Thanks for putting out this survey!	Bike and Pedestrian
ON	10	N/A	make walkways, bikeways, etc. more beautiful and calming to use with trees, which also have proven to slow traffic, prolong the life of surrounding pavement, cover our carbon footprint, and makes us feel generally safer and happier.	Bike and Pedestrian
ON	10	N/A	Making more bike lines on unsafe streets & through ways.	Bike and Pedestrian
TK	10	N/A	Pedestrian (child) safety	Bike and Pedestrian
ON	10	N/A	Provide real bicycle path networks in Alameda Co and esp. Fremont that connect to bicycle networks in Santa Clara Co, Especially provide safe paths across barriers like I880 in South Fremont. Also make the City of Fremont match Measure B spending on pedestrian projects.	Bike and Pedestrian
TK	10	N/A	rain protection on bikeways	Bike and Pedestrian
ON	10	N/A	Safe routes to school infrastructure and programs in underserved areas, i.e. West and East Oakland.	Bike and Pedestrian
ON	10	N/A	There needs to be better access to northwest Alameda from downtown Oakland for pedestrians and bicyclists. The current route through the tunnel is insufficient, polluted, and generally dangerous. The College of Alameda is right there, yet feels so inaccessible from the rest of the county.	Bike and Pedestrian
WK	Needs	San Leandro 3/16	Needs: 1) Better goods movement from Port of Oakland. Move more goods by rail and less by truck. Rail needs to be improved with grade separations. As the number of freight trains increases there is more need for "quiet crossings" - especially in residential areas with high density. 2) Greatly improved "last mile" connections from BART, AC Transit primary routes, and Amtrak Capitol Corridor. 3) Better bike/ped connections to transit. 4) Better bike/ped connections between Emeryville and Berkeley. 5) Award cities that increase density with funding for bike/ped/transit projects. 6) More bike lanes. 7) Restore transit service. Priorities: 0) Couple transportation with land use. 1) Put transit before road expansion - give people options to driving. 2) Instead of expanding BART, better utilize Capital Corridor. 3) Restructure bus routes so that they are better feeders to BART and Capital Corridor. 4) Better bike/ped connections to BART and Capitol Corridor - utilize Complete Streets. 5) Funding for bike/ped plan projects.	Bike and Pedestrian; Goods Movement; Other Needs - Reduce Driving; Public Transit; Transit Funding; Transportatin and Land Use Program
TK	4	N/A	Better/ more bike lanes, bike parking	Bike and Pedestrian; Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	4	N/A	Bicycling along arterials needs improvement to pavement conditions, traffic calming, etc.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	bike lanes on Broadway all the way to Jack London Square	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Create more one ways on congested streets opening up more bicycle lanes	Bike and Pedestrian; Highways and Roads
ON	4	N/A	Expanding the bicycling network, specifically on Broadway and Telegraph. Separated lines would be nice as well.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	make a path thru hayward bypassing streets	Bike and Pedestrian; Highways and Roads
ON	4	N/A	make biking easier around the lake meritt area, close to downtown. Biking to the Jack London Square area from the area around whole foods is currently extremely dangerous and no bike path exists in this direction.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	More traffic calming measures to improve public safety for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Paving for Lakeshore under i-580; bicycle detection oat signals	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Repaint fading crosswalks	Bike and Pedestrian; Highways and Roads
TK	4	N/A	repairing and designating bike lanes	Bike and Pedestrian; Highways and Roads
ON	4	N/A	timed lights to speed of bike	Bike and Pedestrian; Highways and Roads
ON	4	N/A	Traffic light sensors work with bicycles.	Bike and Pedestrian; Highways and Roads
TK	5	N/A	expand bike lane network	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Potholes are very dangerous for bicyclists. We have to weave in and out of lanes to avoid them, and hitting one can cause a fall.	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Smooth pavement on local roads used by cyclists	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Streets are in deplorable condition too and need maintenance. Its even more of a problem for bicyclists	Bike and Pedestrian; Highways and Roads
TK	6	N/A	again sidewalk	Bike and Pedestrian; highways and Roads
ON	6	N/A	Bike & pedestrian safety routes/measures on dangerous intersections, freeway onramps, etc.	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Both	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Can you make some surface streets one lane/one way for driving, with the other for bikes only?	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Complete Streets for all modes in all transportation projects funded	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Create bike lanes in downtown oakland- there are 4 lane one-way streets there with little traffic!!	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Encourage development of self-contained work-live-learn-play centers to reduce the need to travel.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Expanding highways doesn't solve the problem--just encourages more solo driving, which ruins our air quality, drives up gas prices (which translates to higher food prices), etc.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	If we invest in efficient and safe pedestrian and bike networks more people will use them. These projects cost less ten automotive projects and reduce congestion and improve air quality and reduce carbon	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Improve streets and freeways, potholes and breaks in sidewalk	Bike and Pedestrian; Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	6	N/A	more bike lanes! Especially if they're sheltered in dangerous areas	Bike and Pedestrian; Highways and Roads
ON	6	N/A	safer crosswalks for pedestrians/bikers	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Safety improvements for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Safety measures for scooters	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Streetscape improvements towards Complete Streets (road diet, planter boxes)	Bike and Pedestrian; Highways and Roads
ON	6	N/A	We need more bicycling infrastructure separated from traffic (cycle tracks) and bicycle boulevards in locations where they can be used for utilitarian purposes.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	With Clipper, BART, City CarShare, secure bike lockers, and other services, it's pretty easy to go car-free if you live in a Bay Area city. Provide alternatives to driving and you will see many more people give up their cars, especially with gas prices increasing.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	You really want to drive a wedge here? More capacity inefficient for reduced congestion and increases traffic and external costs, inherently inefficient. Alternatives great if cost-effective.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Again- the bicycles are a menace and cause unsafe conditions	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Castro Valley Blvd Bike lanes	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Cleaner and safer streets and roads for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Complete Streets benefit all	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Designated bike lanes/International Blvd. or San Leandro St./E. 12th	Bike and Pedestrian; Highways and Roads
ON	8	N/A	focus on bike lanes and routes to major transit hubs, and to employment centers	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Making the long, straight roads more friendly to bicyclists traveling at high speeds (signal priority for 16-19 mph range, bike lanes, and few cars)	Bike and Pedestrian; Highways and Roads
TK	8	N/A	More bike lanes (Class 2) on Bay Farm	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Much of Oakland is very unfriendly for pedestrians and bicyclists.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	safety I know this is not a choice above, but safety on the road and on the paths is important.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Streetscape improvements and cycle tracks	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Those that don't have automobile and rely on mass transit have a hard time if they must walk on cracked, broken or unsafe sidewalks and bad lighting.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	turn existing main roads into one way streets and allow for large bike/commute lanes.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Well-designed complete streets are good for seniors and disabled too!	Bike and Pedestrian; Highways and Roads
ON	8	N/A	wider sidewalks, calming traffic	Bike and Pedestrian; Highways and Roads
ON	9	N/A	Complete Streets provide the most benefit for most people at lower cost	Bike and Pedestrian; Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	1) I wish there were more ways to get from one side of Hayward to the other. There is a huge freeway interchange that makes it VERY inconvenient to get across town without sitting in freeway interchange traffic or indeed, driving on the freeway. The only way for a bicycle to get across town is to go mile out of the way north or south. 2) Many congestion problems would be relieved if traffic signals were timed, especially where several lights occur close together.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Again, more bike lanes, and friendly pedestrian streets. Downtown Oakland, for example, has a high density of streets with little traffic in some areas- take 13th street for example! It has four lanes, and few cars, and no timed lights! People drive on 11th street instead, so why not take out a lane or two, and create a bicycle path with some nice landscaping and greenery. That will increase desirability and business will increase on that street- so will alternative transport. This is one of many streets- East Oakland also has huge streets with little traffic.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Besides the Bay Trail, having "slow streets" is awesome! Good job!	Bike and Pedestrian; Highways and Roads
ON	10	N/A	bicycling is my 2nd method which i would use more if downtown roads were safer (size, crb markings) and drivers more aware.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Bike safety needs to be prioritized.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Currently there are not enough dedicated bike lanes for bike commuters and recreational cyclists. The lane needs to be visible to motorist so they understand that the rider is in a lane. When no lanes are visible the motorists takes fewer precautions assuming that the rider is not riding correctly or should not be riding in that area. More and better marked lanes increase awareness and increase the amount of riders safely.	Bike and Pedestrian; Highways and Roads
TK	10	N/A	Expanding bike lane/path network, intersections. Improve bicycle AWARENESS, visibility at bridge crossings and major thoroughfares.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	I think the only way we will get a significant increase in cycling is to have dedicated, physically separated bike paths. These could be created by taking away parking on one side of the street, or by reducing wide streets in width and creating a bike trail between parked cars and the sidewalk.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	improve the Gilman/180 undercrossing for cyclists and pedestrians, particularly those using the playing fields. make bike routes stop sign free. make cars stop. put speed bumps or barriers to keep cars off them.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	More bike lanes and bike racks on the sidewalk, please!	Bike and Pedestrian; Highways and Roads
ON	10	N/A	More bike lanes on highly traveled roads, ie, Crow Canyon between Castro Valley and San Ramon. Work with other counties, roads like Dougherty and Tassajara have bike lanes in some parts but not others. Both have become highly traveled by cars due to housing growth which makes them dangerous for bikes to use during commute hours.	Bike and Pedestrian; Highways and Roads
TK	10	N/A	Open streets programs.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Pedestrians and bicyclists crossing Alcatraz Ave. at Colby St. are in constant peril. Please add a stop sign or traffic light here. Someone is going to die, otherwise! I live at this intersection (and have to cross it myself, often) and am constantly witnessing accidents and near misses!	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Protected/separated bike lanes. Easier connectivity between different modes of transportation.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Safe Routes to Schools. Complete Streets should be incorporated into all local streets & roads projects, to maximize bike/ped improvements throughout the county.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	safer bike areas on roadways for bike travelers	Bike and Pedestrian; Highways and Roads
ON	10	N/A	There are a lot of very wide streets in Oakland -- (E. 21st St., in particular, is mammoth) -- why not add bike lanes to them? That's a no-brainer. East of downtown Oakland, the BART lines go along I-880 and CA-24. Some express buses should go along I-580 to improve access to transit along that corridor.	Bike and Pedestrian; Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	Walking and biking in some communities sometimes means taking your life in your hands with motorists who are unaware of the hazards they create on the roads. We need safer roads for all modes of transportation so that we can all truly share the road. For example, on San Pablo Avenue, an official highway, bikers and pedestrians face many unsafe conditions as they try to do the right thing and reduce congestion. If "safe, calmed" routes could be created for bikers and pedestrians parallel to, for example, San Pablo Avenue - such as Adams and Kains Streets in Albany, this could really encourage adoption by more people to get out of their cars. It's scary out there on the roads and it sometimes keeps me off my bike/sidewalks even!	Bike and Pedestrian; Highways and Roads
WK	Needs	San Leandro 3/16	Rural Roadway Safety - Shoulders need to be widened to provide room for motorist, bicyclist, and joggers. Sidewalks - install of sidewalks, curb, gutters, and crosswalks are needed to increase pedestrian safety and establish safe routes to school. Local Streets and Road - maintenance over expansion. Poor roadways impact motorist, bicyclists, transit users, and pedestrians. East Greenway/UPRR Corridor Improvements Project - secure funding to purchase Union Pacific Railroad Corridor, so that a multi-use path can be developed to provide transportation alternative and a regional non-motorize facility that can accommodate bikes.	Bike and Pedestrian; Highways and Roads
WK	Projects/Programs	Hayward 3/9	Add a separate bike/pedestrian pathway through Niles Canyon like in Lake Tahoe, Highway 89, where the trail parallels the creek and the road/highway has only minor shoulder widening.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Make certain streets exclusive for bikes and pedestrians, thus protecting seniors, children. Discourage parents from driving children to school--ridiculous in a small area like Albany where no one is more than 1 mile from school.	Bike and Pedestrian; Highways and Roads; Other Needs - Education
ON	10	N/A	More efficient urban planning which promotes and encourages bicycling and public transport use. Increase safety for bicyclists and commuters by building better/safer/efficient bike lanes; mandatory education of proper bicycling (increase safety & awareness of sharing the road with drivers).	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit
WK	Needs	Oakland 2/24	1-need reliable, consistent, secured transit funding. 2-preference of biking. 3-walk/bike, transit. 4-raise taxes on corporations to pay for transit. 5-fix potholes. 6-good behavior.	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	1-need reliable, consistent, secured transit funding. 2-preference of biking. 3-walk/bike, transit. 4-raise taxes on corporations to pay for transit. 5-fix potholes. 6-good behavior.	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit; Transit Funding
ON	6	N/A	Provide alternatives to driving by making the streets accessible and safe from intentional/non-intentional injury for pedestrians, bicyclists and transit users, not necessarily educational or informational programs.	Bike and Pedestrian; Highways and Roads; Other Needs - Reduce Driving; Public Transit
ON	6	N/A	Yes, our roads can get congested, but this will always be the case until we create more viable transit alternatives. Much of this is about land-use; making our neighborhoods more people-friendly, walkable and not have to drive for things we need.	Bike and Pedestrian; Highways and Roads; Other Needs - Reduce Driving; Public Transit; Transportation and Land Use
WK	Projects/Programs	San Leandro 3/16	Nextbus info at more stops, at least post a stop ID at every stop. Not just online. Grade separation, underpass/overpass for safety. Improve signage and wayfinding.	Bike and Pedestrian; Highways and Roads; Parking and Transportation Demand Management
ON	10	N/A	1. International Bus Rapid Transit Corridor (North Oakland to San Leandro); 2. Transit Oriented Development (TOD) around International Bus Rapid Transit Corridor stations; 3. TOD at BART stations (inc. Ashby, MacArthur, 19th Street, Lake Merritt, Fruitvale, Coliseum, San Leandro, Dublin/Pleasanton, Fremont, West Dublin & the future Warm Springs stations); 4. Restore bus transit service previously cut and expand service in Central, Southern & Eastern Alameda County to ensure 80% of County residents are within 1/3 mile of a frequent (20 min frequency or better) bus route. Ensure routes have timed transfers with high capacity transit (BART, ACE rail and/or BRT lines where appropriate); 5. Streetcar lines in Oakland along Broadway, serving Chinatown, Lake Merritt BART and Jack London Square; 6. Traffic-Separated bikeways along major arterials (International Blvd, Broadway in Oakland; E. 14th Street; Mission Blvd between Hayward and Fremont; Mowry Blvd; Highway 84 in the Livermore Valley; Warm Springs Blvd in Fremont to the County Line)	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Broadway Shuttle, Broadway Streetcar, streetscape projects, Transit Village projects	Bike and Pedestrian; Highways and Roads; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
C	10	N/A	BRT. Repaving - all over. Road diet on 40th Street in Oakland. Completion of the Greenway in Oakland.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	creating car-free downtown areas in Oakland and Berkeley. creating \$0 fare downtown areas on public transit in Oakland and Berkeley, like Portland, OR. Oakland streetcar project!	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	I would take the bus if I could but none connects me easily to Lakeshore or to Piedmont Avenue from Montclair - medical needs, volunteer work and shopping. Also, I would bicycle more but don't feel safe on many streets without bicycle lanes.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Increase bike transportation capacity across the SF Bay Bridge, by increasing the CalTrans bike shuttle frequency, expanding it, or allowing bikes on BART during rush hours (and increasing the BART train capacity for that) and bringing the bike lane all the way across the bay bridge.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Please fix the potholes so I can ride my bike safely, and so vehicles cause less pollution through better mileage and less kicking up crud on the road. Traffic engineering, such as timed lights, will also help with emissions and doesn't require big infrastructure changes. Same with traffic calming. There are many wide streets that would be nicer for pedestrians and cyclists if traffic was slower. No one will get on a bus if the carrying capacity of the street holds just as many cars after new bus lanes or bike lanes are put in.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	San Leandro 3/16	1) Choke points for freeway interchanges. Close 1) Hesperian to South 880 2) Hesperian to South 238 to allow the freeway merger. 2) Walk/don't walk signs - keep on "walk" long enough to walk at least half way across a street. 3) Downtown San Leandro bypass using San Leandro Blvd. 4) Electrically timed lights: east-west roads Davis, Marina, Jackson, Tennyson, Harder; north-south E14th/Mission, Hesperian. 5) Zone high intensity near BART stations. 6) Bus signs indicate BART stop.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	Hayward 3/9	1. Sidewalks and storm drains in Cherryland. 2. Take advantage of U.P. rail line by developing greenway. 3. Bus passes for school age youth. 4. Nurture a bicycle culture.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	Hayward 3/9	I would like to see urban growth boundaries established in cities such as in Union City along Mission Boulevard. This urban growth boundary encourages infill and housing needs near BART rather than placing housing along Highway 237, Mission Blvd. which creates easy access to our overburdened freeway system. I like expansion when bike/pedestrian improvements are a high priority. "Complete streets" that have bike lanes and bus stops integrated into the vehicle lanes create slower vehicle speeds and more opportunities for pedestrians/bikes. This would be a higher priority rather than large expansions such as the large shoulders proposed along Niles Canyon.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	San Leandro 3/16	Improve signage and wayfinding at stations and streets. Current green and white signs are for cars, we need good signage for pedestrians. Maintenance of current transit infrastructure is more important than expansion projects. Make transit more affordable. Discount bus pass for youth. Currently, all transit systems have different bus passes, and interagency transfers are minimal. Like Minneapolis, different systems, one fare system.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Projects/Programs	Oakland 2/24	Eco buses passes for students, efficient bus services, training for mechanic to have buses running efficient and less road call, more money going into operation, better maintenance for roads, potholes, safer lanes for bikers, reduce violence on public transportation.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Projects/Programs	Hayward 3/9	Pedestrian/bike bridges over Tennyson Road and in Hayward Cannery. Grade separation at Tennyson and UPRR tracks. Improve streetscape on C Street in Hayward. Improve streetscape on Main Street in Hayward. Ped/bike/landscaping improvements on Valle Vista in Hayward. Local street and road maintenance funding. Hayward needs its faire share of AC Transit funding.	Bike and Pedestrian; Highways and Roads; Public Transit; Transit Funding
ON	10	N/A	1. Maintenance and operations funding for existing infrastructure. 2. A complete streets/road diet program to make more roads pedestrian- and bicycle-friendly. 3. Provide transit service priority on more streets (eg signal priority, exclusive lanes, improved stops), possibly combined with complete streets treatments. 4. Congestion pricing for chronically jammed roads (eg I-80) and bottlenecks. 5. Cost-effective high-capacity transit improvements- eg BRT, infill BART stations (rather than extensions), commuter rail upgrades to more frequent transit service. 6. NOT a priority: road expansion.	Bike and Pedestrian; Highways and Roads; Public Transit; Transit Funding; Transportation System Management
WK	Needs	Hayward 3/9	Local street and road maintenance. Money for ped/bike projects. Maintenance should have priority. Need to fix streets and roads and transit first. Capacity improvements: 880 NB at Industrial is a major backup in AM and PM. Need another lane. Interchange improvements at I-880. Industrial, Winton, A Street.	Bike and Pedestrian; Highways and Roads; Transit Funding
WK	Projects/Programs	San Leandro 3/16	Improve Rural Roadway Safety by widening roadways and shoulders. Increase funding for Safe Routes to School Capital Projects. Install sidewalks to improve pedestrian safety.	Bike and Pedestrian; Highways and Roads; Transit Funding

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	sensors sensitive to bicycles & motorcycles at traffic lights, clearly mark where the bicycle/motorcycle should stop to activate the sensor;	Bike and Pedestrian; Highways and Roads; Transportation System Management
TK	4	N/A	Bicycle and Pedestrian safety training	Bike and Pedestrian; Other Needs - Education
TK	8	N/A	Training for novice cyclists to ride to work and for errands safely	Bike and Pedestrian; Other Needs - Education
ON	10	N/A	As part of education about cycling, always remembering to show diverse cross section of people, including older citizens, on bikes. A lot of people don't know how to bike to work; they struggle with logistics. Maybe include a link with discussion forums about the nuts and bolts. http://www.bikeforums.net/ is a suggestion.	Bike and Pedestrian; Other Needs - Education
TK	10	N/A	bicycle street skills courses (easier to implement at the countywide level vs having each city contract for the same services); safe Routes to schools outreach and education (for the same reason)	Bike and Pedestrian; Other Needs - Education
TK	10	N/A	Bike safety classes that are shorter, reach wider audiences bay trail. international Boulevard TOD more community-based transportation plans. Like LAMMPS	Bike and Pedestrian; Other Needs - Education
ON	7	N/A	less parking meters, encourage people to take bus, BART, bicycles	Bike and Pedestrian; Other Needs - Education; Other Needs - Reduce Driving; Public Transit
TK	9	N/A	Programs that encourage and educate people to use alternatives to driving, building our cities so that you can walk or bike to more destinations, reducing the cost of public transit	Bike and Pedestrian; Other Needs - Education; Other Needs - Reduce Driving; Public Transit
ON	6	N/A	education of drivers (esp AC transit bus drivers) about cyclist rights cvc21202	Bike and Pedestrian; Other Needs - Education; Public Transit
TK	10	N/A	Bicycle parking especially at transit. East Bay Greenway. Programs that encourage and educate people to sue alternatives to driving. Employer based programs to encourage alternatives to driving for commuting	Bike and Pedestrian; Other Needs - Education; Public Transit
WK	Needs	Oakland 2/24	Raise corporate taxes to fund transit. Stable funding for transit. Public civility program. Lower and stabilize fares. Introduce multi-use 4 hour transfer. Bike lockers at shopping centers.	Bike and Pedestrian; Other Needs - Education; Public Transit; Transit Funding
ON	7	N/A	increasing physical activity by way of alternative transportation	Bike and Pedestrian; Other Needs - Reduce Driving
ON	9	N/A	provide work site shower/locker rooms for bicycling commuters to freshen up and change clothes.	Bike and Pedestrian; Other Needs - Reduce Driving
ON	10	N/A	CWTP should be a coordinated program with the overall goal of reducing single-occupant vehicle use and greatly expanding walking, bicycling and transit use. The plan should let go of all the 1950s thinking that currently keeps transportation patters from changing.	Bike and Pedestrian; Other Needs - Reduce Driving; Public Transit
ON	10	N/A	More bike lanes thru out county. Than add googles biking routes to your web. after checking they work	Bike and Pedestrian; Parking and Transportation Demand Management
WK	Needs	San Leandro 3/16	1) 5 of the 8 people in my sub-group called for more affordable transit service and restoration of service cuts, back to a level of 1986. 2) Youth bus pass - get kids to school. 3) Make transit safer to wait for and take. 4) Make transit more efficient (BRT, proof-of-payment, signal priority, etc.), i.e., economically sustainable. 5) Improve bike and ped infrastructure and plans to implement. 6) Invest in better parking management.	Bike and Pedestrian; Parking and Transportation Demand Management; Public Transit; Transit Funding
TK	4	N/A	1) Expanding transit services to new areas, 2) Pedestrian improvements, 3) More transportation on weekends; affordable transit/day passes(7 day) weekly passes	Bike and Pedestrian; Public Transit
ON	4	N/A	BART should accommodate bicycles 24/7.	Bike and Pedestrian; Public Transit
TK	4	N/A	easier bikes on public transit and cheaper	Bike and Pedestrian; Public Transit
ON	4	N/A	Emphasizing intermodal access - BART/AC Transit combined with bikes/electric scooters	Bike and Pedestrian; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	4	N/A	Greenway under BART, Bus passes	Bike and Pedestrian; Public Transit
ON	4	N/A	Let people bring their bikes on BART during commute hours. More people will use BART. And stop running buses on the same routes as BART. Run bus lines to and from BART to encourage ridership on BART instead of paralleling BART's route. This is REALLY wasteful and redundant. Do NOT build a bus-only route down East 14th from Berkeley BART to SL BART. Stupid, wasteful, redundant.	Bike and Pedestrian; Public Transit
ON	4	N/A	Oakland Streetcar Plan, more separated cycletracks	Bike and Pedestrian; Public Transit
TK	4	N/A	Separate bike train for BART commuters	Bike and Pedestrian; Public Transit
ON	4	N/A	wide safe off street bike paths where possible. // business sponsored community shuttle.	Bike and Pedestrian; Public Transit
ON	5	N/A	Increase walkability around and near BART stations. MINIMIZE PARKING LOTS!	Bike and Pedestrian; Public Transit
ON	5	N/A	Making biking more accessible and a safer option, maintaining the free b bus	Bike and Pedestrian; Public Transit
ON	5	N/A	prioritizing walking to transit infrastructure, especially in underserved and low-income areas	Bike and Pedestrian; Public Transit
ON	5	N/A	The free Broadway shuttle in Oakland has been great. Programs like Oaklavia are also excellent. Anything to get people out of our cars and creating more pedestrian and bicycle friendly neighborhoods and corridors are very much needed. Especially in Downtown Oakland where I live.	Bike and Pedestrian; Public Transit
ON	6	N/A	a safe bike path to the ferries would also be fabulous	Bike and Pedestrian; Public Transit
TK	6	N/A	any other projects that involve the poor and people of color	Bike and Pedestrian; Public Transit
TK	6	N/A	Bike and pedestrian access to transit	Bike and Pedestrian; Public Transit
TK	6	N/A	Bike ped Only and extend BART	Bike and Pedestrian; Public Transit
TK	6	N/A	provide safe bicycle parking at all BART stations	Bike and Pedestrian; Public Transit
ON	6	N/A	Sending more buses with more bike racks on the weekends to places like Tilden	Bike and Pedestrian; Public Transit
TK	6	N/A	tax subsidies for people who walk/ bike/ take transit to work	Bike and Pedestrian; Public Transit
ON	6	N/A	TOD streetscaping to improve transit ridership and efficiency, and walk/bike safety and attractiveness.	Bike and Pedestrian; Public Transit
TK	6	N/A	Walking, transit	Bike and Pedestrian; Public Transit
TK	7	N/A	convert more BART cars to remove windscreens to accommodate more bikes. clean up those cars.	Bike and Pedestrian; Public Transit
ON	7	N/A	Have an all bike BART car all day long, regardless of hour of day.	Bike and Pedestrian; Public Transit
ON	8	N/A	BART needs to do more to accommodate bikes on trains	Bike and Pedestrian; Public Transit
ON	8	N/A	BART needs to provide better bike accommodations on the trains instead of taking up space for wheel chairs and senior seats.	Bike and Pedestrian; Public Transit
ON	8	N/A	Bicycle on BART trains, connectivity to south Fremont from N. Fremont	Bike and Pedestrian; Public Transit
ON	8	N/A	Continue to build on Bicycle Master Plans; safety is a concern for some bicycle commuters from the downtown area up to MacArthur. The county's transportation services for disabled/seniors is considerably better than many others across the country.	Bike and Pedestrian; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	8	N/A	Oakland Streetcar, Streetscape improvements towards Complete Streets (road diet, planter boxes)	Bike and Pedestrian; Public Transit
ON	9	N/A	Creating the last mile connectors linking transit systems and locations	Bike and Pedestrian; Public transit
ON	9	N/A	Ease of use and money are what is going to get people to use transit more. Walking is a critical and necessary component to transit use and should not be forgotten in the process.	Bike and Pedestrian; Public Transit
ON	9	N/A	Let people bring their bikes on BART during commute hours. Those who live or work far from a station can then ride their bikes to and from BART to commute.	Bike and Pedestrian; Public Transit
ON	9	N/A	Provide better 'last mile' connections to existing transit (BART, Capitol Corridor)	Bike and Pedestrian; Public transit
ON	9	N/A	Provide better last mile connectios to BART and Amtrak	Bike and Pedestrian; Public transit
ON	10	N/A	1. East Bay Bus Rapid Transit, 2. Better bicycle facilities in and near Downtown Oakland, 3. Safer pedestrian crossings under highway overpasses (much more lighting, better crosswalks, trash clean-up, etc.) 4. Bay Bridge bicycle access.	Bike and Pedestrian; Public Transit
ON	10	N/A	AC Transit should have a discount for Clipper Users. Increase free shuttle services in downtown areas (Like the B in Oakland and The Emeryville Shuttle). Improve and increase bike paths.	Bike and Pedestrian; Public Transit
ON	10	N/A	Acquiring the railroad right-of-way to make the East Bay Greenway a rail to trail project.	Bike and Pedestrian; Public Transit
TK	10	N/A	An expanded Bart network with extensive geographic coverage with integrated transfer points with bus and rail, stations should enable a maximum 15 minute walk to amenities	Bike and Pedestrian; Public Transit
TK	10	N/A	BART to Livermore - 580 corridor and complete bike trail system	Bike and Pedestrian; Public Transit
ON	10	N/A	Better paved bike lanes; More reliable service on core system. BART, AC trunk lines. More bike lanes. BRT on Telegraph/International and other corridors	Bike and Pedestrian; Public Transit
ON	10	N/A	Coordinate with the car sharing agencies and bike organizations to provide the last mile service that prevents people from using transit.	Bike and Pedestrian; Public Transit
ON	10	N/A	Cross-Estuary shuttle(s) and/or a bridge for bikes, peds, other non-motorized transportation modes. An EV (van?) with a trailer, like the Bay Bridge shuttle, would be great for starters. A ferry (clean-burning, biodiesel, hybrid, electric, or solar-powered, not petroleum marine diesel-powered) would be next on my list if it could be done sustainably (green propulsion). A bike-ped bridge would be great, but is far off (sigh).... Improve bike connections/junctions in Oakland for cyclists crossing Alameda's bridges. BRT Buses or shuttles from the City of Alameda to BART (Fruitvale, 12th Street, 19th Street, West Oakland, Lake Merritt) would be a terrific addition to the Alameda-Oakland connection, be good for business, and could help achieve the cross-estuary improvements cited above.	Bike and Pedestrian; Public Transit
ON	10	N/A	Develop better public transit linkages so that people from more locations can walk and bike and connect with public transit.	Bike and Pedestrian; Public Transit
ON	10	N/A	extending bart to fremont; ability to take bicycles on BART trains from Dublin to bayfair so people going to fremont can have access to bikes; Bicycle lanes to go from Fremont Bart to south Fremont	Bike and Pedestrian; Public Transit
ON	10	N/A	Feasibility of tram/light rail services in North Alameda County and an alternative transit delivery system like airlines converted to: hub (AC Transit) and spoke (shuttles) with AC Transit serving key arterials and and shuttle ferrying to arterials and transit nodes. Bike access to bay bridge. Bike crossings of major arterials on local arterials that serve commute and school routes.	Bike and Pedestrian; Public Transit
ON	10	N/A	Improved bike/pedestrian connections to all major transit stations (BART, Amtrak, AC Transit hubs). Provide direct, Non-TransBay bus service between Emeryville and downtown Berkeley. Provide direct transbay bus service from Emeryville to San Francisco. Provide better bike connections between Emeryville, Berkeley, and Oakland to create a north/south corridor that is safe and efficient.	Bike and Pedestrian; Public Transit
ON	10	N/A	Increasing the bike friendliness of public transportation, such as increase hours bikes are allowed on BART, increase ease of bikes on buses.	Bike and Pedestrian; Public Transit
ON	10	N/A	Infill stations: San Antonio, Solano Avenue (I know it's a long shot!); Oakland Streetcar; Better bike infrastructure: get bikes to have a safe place on the road so they don't make bad decisions, ride on sidewalks, etc.	Bike and Pedestrian; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	Lower fares. More pedestrian /bicycle friendly. More services, Hours	Bike and Pedestrian; Public Transit
ON	10	N/A	Safe routes to transit, and making transit more reliable, and for the working class people, not just serving middle/upper class professionals.	Bike and Pedestrian; Public Transit
ON	10	N/A	Safe routes to transit; improve bus stops and interface (lighting, sidewalk safety, public safety) on non-BART major transit routes	Bike and Pedestrian; Public Transit
ON	10	N/A	Streetscars rather than e heavy emphasis on buses in Oakland. Make it a more walkable city by connecting north oakland with Jack London square. Buses won't do that.	Bike and Pedestrian; Public Transit
WK	Needs	Oakland 2/24	From an Oakland resident: 1) AC Transit should be objectively analyzed by an <u>outside group of operating experts</u> +D917	Bike and Pedestrian; Public Transit
WK	Projects/Programs	Fremont 2/28	Safe routes to schools - provide pedestrian and bicycle improvements near schools. Provide network of bicycle paths. Integrate public transportation between agencies.	Bike and Pedestrian; Public Transit
WK	Other	Hayward 3/9	Work with the East Bay Regional Park District and local agencies to leverage funding for projects to connect the bay trail through the urban areas to the ridge trail system. The EBRPD passed Measure WW that identifies trails through urban areas. For example, Quarry Lakes could connect to Dry Creek Regional Park via purchase of abandoned right-of-way and obtaining water district access easements.	Bike and Pedestrian; Transit Funding
TK	4	N/A	No reason to add things	General
TK	6	N/A	Everything is fine	General
TK	7	N/A	It's fine	General
TK	8	N/A	It's fine	General
ON	10	N/A	email me to get my ideas for South Hayward - <email address>. Too complex to present here. I have a PowerPoint and spreadsheet.	General
TK	7	N/A	Co-locate rail S.I.T. (Port of Oakland and Stockton/Fresno)	Goods Movement
ON	7	N/A	Expanding the use of rail to and from Port of Oakland	Goods Movement
ON	7	N/A	Freight rail also very important (Oakland Army Base development)	Goods Movement
ON	7	N/A	Get trucks off the Nimitz & on to trains	Goods Movement
ON	7	N/A	leave goods and freight alone--they provide jobs and income	Goods Movement
TK	7	N/A	planning logistics	Goods Movement
ON	7	N/A	The public is rather uneducated about freight and goods movement, but because of the location of rail and 880 by the Port, we often don't experience excess truck traffic near neighborhoods.	Goods Movement
TK	7	N/A	Use Altamont rail to transfer waste to altamont land fill and eliminate truck/ trailer	Goods Movement
TK	7	N/A	use the waterways to move freight	Goods Movement
ON	10	N/A	assure that trucking, is kept out of the neighborhoods and accommodated at the port or other destinations with no idling.	Goods Movement
ON	10	N/A	Develop a rail system to transport cargo to ports and reduce the number of trucks on the road	Goods Movement
WK	Projects/Programs	Dublin 3/24/11	Get transportation goods moving away from being truck driven. The waterway to Stockton and moving goods via trains would free up the freeways for drivers.	Goods Movement
TK	4	N/A	a lane for trucks only	Goods Movement; Highways and Roads
TK	4	N/A	I680/I580 truck freight lanes. hwy 84 widening/ expressway el charro to stanely blvd artery	Goods Movement; Highways and Roads
ON	4	N/A	Start planning for a separate truck route. (new road) trucks should have heir own roadway to reduce traffic accidents and truck delays. Additionally Long haul cargo should be on trains not trucks.	Goods Movement; Highways and Roads
ON	7	N/A	This is a poorly worded trade-off. Goods movement is critical to our County and I would rather see funds used for freight over expanded highway capacity. This survey does not give me that choice.	Goods Movement; Highways and Roads
ON	10	N/A	1. BRT through Oakland (and Berkeley if they will ever get on board). 2. Complete streets requirement for any project (with strong oversight from the Alameda CTC). 3. Planning money to eliminate the 980 through Oakland. We don't need this freeway, it was a mistake to build it and the human health impacts from freeways far out way any reduction in travel time that its removal could possible create. 4. Shore power for ships at the Port of Oakland (as they have done in Long Beach). 5. Money to move schools a minimum of 1,000 feet from any freeway so that we can improve the health of our children.	Goods Movement; Highways and Roads; Other Needs - Not Transportation related; Public Transit; Transit Funding

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	7	N/A	I think this is a false choice. Why not ask highways vs. freight? Why is it that highways are more of a given and transit and goods movement are then pitted against each other?	Goods Movement; Highways and Roads; Public Transit
ON	7	N/A	Outreach programs to educate goods movement road users in more efficient, smarter ways to use roads that optimizes existing infrastructure	Goods Movement; Other Needs - Education
ON	6	N/A	Provide new commuter and freight rail connections between East Bay and North Bay via Hwys 80, 37 and 101.	Goods Movement; Public Transit
ON	7	N/A	Again, this is difficult. Goods movement is very important when it comes to protecting jobs at the Port of Oakland. But so is maintaining Transit. Both are important but I would side with transit, because the Port can usually obtain federal funding through political connections..	Goods Movement; Public Transit
ON	7	N/A	Improving rail for both passengers and freight	Goods Movement; Public Transit
ON	7	N/A	these are both important and complimentary and shouldn't be pitted against each other	Goods Movement; Public Transit
TK	7	N/A	This is a false dichotomy	Goods Movement; Public Transit
TK	7	N/A	This is an unfair tradeoff	Goods Movement; Public Transit
ON	7	N/A	This is one simplistic politicized questionnaire based on failed paradigms. Some transit is over-subsidized; equally, we should not subsidize business.	Goods Movement; Public Transit
ON	10	N/A	1) increase rail capacity for cargo 2) Continue to improve public transit connections. Solve the political issues: For example light rail (SCAT) from San Jose to Fremont BART makes more sense than extending BART to San Jose.	Goods Movement; Public Transit
WK	Needs	San Leandro 3/16	1) Restoring bus service; 2) lighting of stations; 3) congestion of trucks in the community.	Goods Movement; Public Transit
ON	7	N/A	The Port of Oakland and the big companies that use our roadways need to be paying more for the services that they use. How much damage are trucks carrying containers from the Port causing to 880? How much damage are they causing to our health? Public funds should not be used to subsidize these industries.	Goods Movement; Transit Funding
ON	4	N/A	12th Street extremely bad road near Franklin.	Highways and Roads
TK	4	N/A	3-way signal on San Pablo and Park Ave.	Highways and Roads
ON	4	N/A	580 West to 680 South Flyover	Highways and Roads
TK	4	N/A	680/580 interchange is so rough!	Highways and Roads
ON	4	N/A	680-N needs a carpool lane, especially on the mission bend.	Highways and Roads
TK	4	N/A	84 completion	Highways and Roads
ON	4	N/A	Broadway/Jackson improvements between Alameda and Oakland Chinatown	Highways and Roads
TK	4	N/A	fix corner cross walk at lillian and e 14th st. very dangerous (big crevice)	Highways and Roads
TK	4	N/A	Fix potholes in East Oakland	Highways and Roads
TK	4	N/A	fix roads, potholes, etc.	Highways and Roads
TK	4	N/A	fix streets	Highways and Roads
TK	4	N/A	fixing potholes in st.	Highways and Roads
TK	4	N/A	Growing number of pot holes in Oakland and streets and highways	Highways and Roads
TK	4	N/A	hwy 84 improvement	Highways and Roads
ON	4	N/A	I believe the current plans to turn Niles Canyon Roadway into a traffic corridor should be eliminated	Highways and Roads
ON	4	N/A	I can't say this strongly enough: REPAIR THE POTHOLES. REPAIR THE POTHOLES	Highways and Roads
ON	4	N/A	Improve 580 westbound connection to 680.	Highways and Roads
ON	4	N/A	Improve 580/680 Flyover - its dangerous - it's a bottleneck	Highways and Roads
ON	4	N/A	Installation of quiet zone intersection improvements at railroad and street at grade crossings used by UP, ACE and Capitol Corridor trains.	Highways and Roads
ON	4	N/A	New off ramp from 580 east to 680 south	Highways and Roads
ON	4	N/A	Perkins Street, Oakland has many potholes and the general condition of the roadway is very poor.	Highways and Roads
ON	4	N/A	Please, PLEASE fix the potholes on Telegraph near 55 and 56- they have been in Constant disrepair for YEARS. It really has been a consistent mess. Thank you!	Highways and Roads
ON	4	N/A	Pot holes along Telegraph north of Freeway are awful!	Highways and Roads
TK	4	N/A	Potholes!	Highways and Roads
TK	4	N/A	Repairing pot holes and Poorly managed roads	Highways and Roads
ON	4	N/A	slowing traffic down	Highways and Roads
ON	4	N/A	SR 84 --- Livermore to I-680	Highways and Roads
ON	4	N/A	Telegraph Avenue pavement	Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	4	N/A	The congestion in Berkeley is due to somebody's denial that people drive. So, the lights are not timed appropriately and in some cases are dangerous. A case in point is the intersection of Hearst and Oxford. After turning left from Hearst onto Oxford, the two lanes of traffic get a red light immediately at Oxford and Berkeley Streets, and back up often occurs into the intersection.	Highways and Roads
ON	4	N/A	time stop lights to favor movement	Highways and Roads
ON	4	N/A	Train horn quiet zones at grade crossings	Highways and Roads
TK	4	N/A	use more smart signaling at intersections	Highways and Roads
ON	4	N/A	Use of diamond lanes West on 580 now and make it a 24 hour time zone, not 4 hours	Highways and Roads
TK	5	N/A	880	Highways and Roads
ON	5	N/A	#880 is horrible	Highways and Roads
ON	5	N/A	580/680 interchange is a mess. Poor design. Creates congestion for miles from the east	Highways and Roads
TK	5	N/A	880 Freeway	Highways and Roads
ON	5	N/A	880, south of Broadway, is a car-gutting road these days	Highways and Roads
ON	5	N/A	completing Mission Blvd. repair from beginning to end and quickly.	Highways and Roads
ON	5	N/A	Dumbarton Bridge SR84 connecting to I880 North and South Bound	Highways and Roads
ON	5	N/A	East Oakland roadways are dangerously pothole ridden -- a hazard for bicyclists, buses and cars.	Highways and Roads
ON	5	N/A	fill in potholes	Highways and Roads
TK	5	N/A	fix roads, potholes, etc.	Highways and Roads
ON	5	N/A	Hayward's surfaces are the worst! Potholes on Industrial Blvd. very bad due to trucks.	Highways and Roads
ON	5	N/A	Improve and maintain condition of roadways and improve congestion causing locations	Highways and Roads
TK	5	N/A	improve sunol blvd and bernal Freeway exit and entrance ramps	Highways and Roads
TK	5	N/A	intersection of Freeway Oakland/ Berkeley	Highways and Roads
TK	5	N/A	Local Streets and Roads	Highways and Roads
TK	5	N/A	Maintaining streets roads and highways	Highways and Roads
TK	5	N/A	Most streets in Oakland need maintenance	Highways and Roads
TK	5	N/A	Oakland - 880 Fwy & streets	Highways and Roads
TK	5	N/A	People won't need to swerve a pothole whci can cause and accident	Highways and Roads
TK	5	N/A	Posse padre road toward coyote hills	Highways and Roads
TK	5	N/A	Potholes	Highways and Roads
ON	5	N/A	program for cities to repave streets	Highways and Roads
ON	5	N/A	repave freeways	Highways and Roads
ON	5	N/A	repave Marin between Albany and Marin Cricle	Highways and Roads
TK	5	N/A	resurface and maintain streets	Highways and Roads
ON	5	N/A	Stop patching the streets and highways and perform repairs that will last. it's damaging my car and costing me money	Highways and Roads
ON	5	N/A	telegraph ave and san pablo ave in berkeley/oakland are horrendous and embarrassing	Highways and Roads
ON	5	N/A	The city, downtown and Lake Merrit areas need to be repaved.	Highways and Roads
ON	5	N/A	The roads are dangerous because of their bar condition	Highways and Roads
TK	5	N/A	Update underground utilities during road maintenance	Highways and Roads
ON	5	N/A	Wildcat Canyon Road	Highways and Roads
ON	6	N/A	238 thru San Lorenzo	Highways and Roads
TK	6	N/A	40th st/ MacArthur road Diets	Highways and Roads
ON	6	N/A	580/680 interchange is a mess. Poor design. Creates congestion for miles from the east	Highways and Roads
TK	6	N/A	580-84 complete soon	Highways and Roads
TK	6	N/A	Better roads	Highways and Roads
ON	6	N/A	Broadway/Jackson improvements Alameda/Oakland	Highways and Roads
TK	6	N/A	complet hey 84 expansion	Highways and Roads
ON	6	N/A	cost to expand 84 vs the 580/680 flyover	Highways and Roads
ON	6	N/A	Direct funds to Highway 84. Compare project cost relative to the biggest bang for the buck, i.e. cost of 580/680 flyover relative to expanding flow on Highway 84 provide vehicle reduction at 580/680	Highways and Roads
ON	6	N/A	Ease traffic congestion in 1880 north bound to San Mateo Bridge SR92	Highways and Roads
ON	6	N/A	EXPAND FRONTAGE ROADS - NORTH OF 580 BETWEEN 1ST ST & FALLON RD	Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	6	N/A	expanding highway capacity and efficiency to reduce congestion	Highways and Roads
ON	6	N/A	Expanding road capacity and reducing congestion don't work in the long run.	Highways and Roads
TK	6	N/A	fill potholes	Highways and Roads
ON	6	N/A	Fix the 580/680 interchange	Highways and Roads
TK	6	N/A	fix the side of driveways	Highways and Roads
ON	6	N/A	Gridlock is destroying our community--make Mission Blvd. corridor nice, wide like in San Jose	Highways and Roads
ON	6	N/A	Harrison/Oakland Ave roadway to 580.	Highways and Roads
TK	6	N/A	highway expansion is futile	Highways and Roads
ON	6	N/A	I use Mission Blvd to get to work, that needs some attention and I think it's getting it. Need to see what it looks like when it's done.	Highways and Roads
ON	6	N/A	Keeping the existing roads in good condition. Not adding or creating more capacity.	Highways and Roads
TK	6	N/A	More Lanes	Highways and Roads
ON	6	N/A	Niles Canyon Roadway will lose its Senic Highway designation if current plans are continued.	Highways and Roads
ON	6	N/A	roads for jobs...	Highways and Roads
ON	6	N/A	Stop and go Lights on Ashby Ave. entering 80 north	Highways and Roads
TK	6	N/A	truck lanes	Highways and Roads
ON	7	N/A	12 street road	Highways and Roads
ON	7	N/A	880 thru oakland, winton and clawiter in hayward	Highways and Roads
ON	7	N/A	dedicated lanes or corridors for goods traffic to unclog roadways and reduce commuter traffic	Highways and Roads
TK	7	N/A	High driveways on high st.	Highways and Roads
TK	8	N/A	Broadway, more innovative infrastructure (freen paint, bike-actuated signals)	Highways and Roads
ON	8	N/A	PLEASE ... REPAIR THE POTHLES	Highways and Roads
ON	8	N/A	Re-stripe and provide 'smart' signals on 40th Street between MacArthur BART and Emeryville	Highways and Roads
ON	8	N/A	stop wasting money taking out ramps only to put a new ramp in	Highways and Roads
ON	8	N/A	Upper Park Blvd. in Oakland from Leimert Blvd. to Mountain Blvd.	Highways and Roads
TK	9	N/A	Keeping existing roads safe	Highways and Roads
TK	10	N/A	1) Expand Llewelling eastward to E. 14th St. 2) Make freeway DRH lane to Marina 3) Make Washington 4 lane north to Tunnel	Highways and Roads
ON	10	N/A	Adopting technologies (low and high tech) that work but have not been implemented widely due to cultural or political reasons such as traffic circles and yield signs to control intersections rather than stop signs. Narrowing streets is another method to slow traffic and improve safety that works well.	Highways and Roads
ON	10	N/A	As much as it is not politically correct, building road improvements does work. Look at 580 eastbound and 205 through Tracy. We shouldn't spend billions on alternatives that few people in the big picture will use.	Highways and Roads
ON	10	N/A	Better east/west connections in Northern Alameda County.	Highways and Roads
ON	10	N/A	Carsharing is an important middle step for people ridding themselves of automobiles and relying on transit. Please provide parking infrastructure on surface streets for car share programs. Someone should never be more than 2-3 blocks from a car share location.	Highways and Roads
ON	10	N/A	Complete Highway 84 from 680 to Pigeon Pass **HIGHEST PRIORITY** Extend El Chairo Rd. from 580 to Stanley Blvd. in Pleasanton	Highways and Roads
ON	10	N/A	Complete Highway 84 from Sunol to Livermore and 580	Highways and Roads
TK	10	N/A	el charro rd to stanley blvd -Pleasanton; Rt. 84 widening of final 4 mile segment	Highways and Roads
TK	10	N/A	Fill Potholes	Highways and Roads
ON	10	N/A	Fixing potholes would also help a lot.	Highways and Roads
TK	10	N/A	I want streets that feel safe to walk	Highways and Roads
ON	10	N/A	I-580/I-680 Flyover	Highways and Roads
ON	10	N/A	If potholes can not be fixed, though monies as supposedly put aside for such projects in each city, they should be spray painted a bright color so they can be easily identifiable by drivers (I've seen this in some streets of Berkeley. Those potholes take a toll on cars and the cost to repair them is outrageous.	Highways and Roads
ON	10	N/A	PLEASE fix the potholes and bumps in the roads. It shouldn't be hard to maintain what we have. Do this BEFORE expanding anything else.	Highways and Roads
ON	10	N/A	Please speed up the construction phase in the Jackson / Hayward to San Mateo Bridge junction. The merge lane from I880 to San Mateo Brige 92 are too short; it is bound to have accident.	Highways and Roads

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	stop the expansion and tree cutting of Niles canyon - a waste of money	Highways and Roads
ON	10	N/A	synchronize our traffic signals to meet EPA standards of reducing idling pollution in Oakland	Highways and Roads
ON	10	N/A	We must maintain our streets and roads; they are the backbone of our transportation system. Stop making drives as scapegoats for our transportation problems. Stop raising taxes on working people. Eliminate waste, fraud, abuse and duplication. Merge MTC, BATA, ABAG and the Air District into one agency with no powers to regulate or tax the public. Make elected officials of this new organization directly accountable to the people. Do not use the countywide plan as a tool for political correctness. It must be a transportation plan that responds to the public needs not the needs of bureaucrats. Global warming is a scam and a lie.	Highways and Roads
ON	10	N/A	We need a parallel freeway to 880 through the Hayward, Union City, and north Fremont areas. 880 can be a nightmare.	Highways and Roads
ON	10	N/A	We need the WB 580 to SB 680 flyover. That will be a HUGE problem in the future.	Highways and Roads
ON	10	N/A	We should consider smaller, or restricted, streets to slow traffic down in neighborhoods, and construction of traffic circles rather than signals or stop signs to keep traffic moving, albeit slowly.	Highways and Roads
ON	10	N/A	We should remove the 980 freeway from Oakland to improve neighborhood connectivity and reduce air pollution.	Highways and Roads
WK	Needs	Hayward 3/9	1) Local schools need drop offs! Sections that parents can drop off their kids safely. For example, when driving down Mission Blvd. kids are dropped off in the middle of the street. From 7:30 - 8:00 AM Mission Blvd is a parking lot. Perhaps some transit agency can control this. Maybe by taking some of the corner out of the high school (at the Electric sign) so it's easier for traffic to move. Take that land and do something to make traffic move better. 2) It seems to me whenever there is road construction stoplights are ineffective. Work with cities to synchronize stoplights so traffic flows better. Also, there are some streets in Fremont on Mission Blvd. that will change a green light in the thoroughfare from a car that is making a right hand turn. The driver making a right hand turn makes the light turn red. You're driving down a highway and boom you have to stop, just for someone who is coming into traffic.	Highways and Roads
WK	Needs	Dublin 3/24/11	Ease traffic congestion - El Charro extension, BART to Livermore extension, focus on most congested areas (580E/El Charro, 680 N-S/580E). Congestion/expansion programs should be prioritized enhanced with maintenance and repair of high priority areas only.	Highways and Roads
WK	Needs	San Leandro 3/16	If you <u>build it</u> , maintain it.	Highways and Roads
WK	Other	San Leandro 3/16	Traffic safety has become a critical issue on rural roadways in East County, because of the increase in traffic volumes as a result of motorists taking alternative routes to bypass traffic on regional freeways. Altamont Pass Road, Mines Road, Patterson Pass Road, Tesla Road, and Vasco Road have been severely impacted by increased traffic volumes.	Highways and Roads
WK	Projects/Programs	San Leandro 3/16	I-580/I-680 - southbound 680 to go west on 580 - entering 680 is crossing traffic west bound on 580 that is trying to get off at San Ramon Road in Dublin - very dangerous. West 580 passing Hopyard - traffic entering westbound from Hopyard has to clear at least two, sometimes three traffic lanes crossing in front of westbound 580 traffic that is trying to go north or south on I-680. This causes many near misses 7 days a week during most daylight hours, and often well into the dark.	Highways and Roads
WK	Projects/Programs	Fremont 2/28	Keep up with road repairs.	Highways and Roads
ON	6	N/A	Expanding a highway just allows more cars and charging to use the highways doesn't change the habits of those who drive. It just upsets those who cannot pay to use the carpool lane or get fasttrack.	Highways and Roads; Other Needs - Reduce Driving
ON	6	N/A	All highways should have express lanes	Highways and Roads; Parking and Transportation Demand Management
ON	6	N/A	alternative lanes are a farce, they should be opened to all commuters	Highways and Roads; Parking and Transportation Demand Management
ON	9	N/A	Congestion pricing - roadway and parking	Highways and Roads; Parking and Transportation Demand Management
ON	9	N/A	Transportation Demand Management (TDM) and parking management measures, as well as full roadway pricing on congested corridors.	Highways and Roads; Parking and Transportation Demand Management

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	Repave or repair streets that are highly used. Review the timing on the stop lights in highly congested areas to ease the overflow.	Highways and Roads; Parking and Transportation Demand Management
TK	10	N/A	use more innovative technologies and solutions to manage traffic on highways and streets	Highways and Roads; Parking and Transportation Demand Management
ON	5	N/A	neither one. increase gas tax for potholes. Cut high cost transit; use RFPs for bus routes. Density land use on shuttle corridors to BART. market parking charges based on wtp	Highways and Roads; Parking and Transportation Demand Management; Public Transit
ON	10	N/A	institute congestion pricing and roadway tolling. Extend rail across a rebuilt Dumbarton rail bridge. Sather Gate to Jack London Square light rail service. Depress the Main Line between Fallon and the UP Yards. Synchronize Oakland's traffic signals. rationalize AC Transit's bus routing system. Protect BART patrons waiting at the Mac Arthur and Rockridge Stations from freeway noise	Highways and Roads; Parking and Transportation Demand Management; Public Transit
TK	4	N/A	1) Eco Bus Pass for Youth (free bus pass for students grades 6-12); 2) maintaining and improving existing transit system connections & reliability; 3) relieving street and highway congestion (by improving public transportation)	Highways and Roads; Public Transit
ON	4	N/A	BART extension to Livermore and Highway 84 improvements	Highways and Roads; Public Transit
TK	4	N/A	giving buses priority in bay bridge	Highways and Roads; Public Transit
ON	4	N/A	Oakland Streetcar, Broadway Shuttle expansion, Streetscape improvement (complete streets)	Highways and Roads; Public Transit
ON	4	N/A	The pothole/road surface conditions of Oakland's streets are absolutely an abomination. Also, as seniors depending on public transport more and more, we find it very difficult to use it to get to our church which is on Gouldin Road, just off of Thornhill.	Highways and Roads; Public Transit
ON	5	N/A	580/680 Flyover & BART to Livermore	Highways and Roads; Public Transit
TK	5	N/A	anything that gets more cars out of the freeways	Highways and Roads; Public Transit
ON	5	N/A	BART to Livermore up Freeway Biggest Bang for the Buck 84 expanded vs Flyover at 580/680	Highways and Roads; Public Transit
TK	5	N/A	Both	Highways and Roads; Public Transit
TK	5	N/A	Both (maintaining streets, roads and highways AND expanding transit services and reliability)	Highways and Roads; Public Transit
TK	5	N/A	Even though as you expand services you need to have decent streets or roads	Highways and Roads; Public Transit
TK	5	N/A	expanding roads and buses	Highways and Roads; Public Transit
ON	5	N/A	stop Cakdecott 4th bore, scrap Oakland Airport Connector, restore AC Transit cuts	Highways and Roads; Public Transit
ON	5	N/A	The bus is too expensive, get the fares stabilized/lowered. I would like to see a free student bus pass. I would like to see the bus service (AC Transit) go back up to previous levels, at the very least. I would like to see the surface streets repaired, especially in areas with the highest accidents.	Highways and Roads; Public Transit
ON	5	N/A	These aren't mutually exclusive, e.g. maintaining roads contributes to transit reliability.	Highways and Roads; Public Transit
ON	5	N/A	this is a bad question: Maintain streets etc. and maintain transit.	Highways and Roads; Public Transit
ON	5	N/A	This is a difficult one. My desire is that the CTC help AC Transit maintain regular bus service. If that means filling potholes so that the buses don't get broken, then it may be best for CTC to prioritize pothole repair on Oakland streets.	Highways and Roads; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	5	N/A	This is a puzzling question; I support maintaining and expanding transit in dense areas, not BART; improving reliability of transit good; maintaining streets desirable but less so; maintenance of highways should come from pricing them.	Highways and Roads; Public Transit
ON	5	N/A	This is a really odd dichotomy. Wish I could select "MAINTAIN" transit service. Also - don't feel streets should be lumped with highways - two different animals.	Highways and Roads; Public Transit
ON	5	N/A	Transit users create less road wear than drivers.	Highways and Roads; Public Transit
TK	6	N/A	Both	Highways and Roads; Public Transit
TK	6	N/A	Green Transportation	Highways and Roads; Public Transit
ON	6	N/A	Short term - repair the roads. Long term: Keep BART on 580 to Livermore, Add plenty of parking structures at Greenville and Isabel.	Highways and Roads; Public Transit
TK	7	N/A	Green Transportation	Highways and Roads; Public Transit
TK	8	N/A	Green Transportation	Highways and Roads; Public Transit
ON	10	N/A	1. BART to livermore on 580 median A. Greenville station will serve altamont commuters, iGATE, and can be hooked to ACE... (see "Additional Comments #4" for full comment, which is too long to fit in this spreadsheet.)	Highways and Roads; Public Transit
TK	10	N/A	1. bench at bus stop for elderly 2. better signage at Bart Station stating station name 3. more Bart Maps available on Bart platform 4. removing pot holes quickly	Highways and Roads; Public Transit
ON	10	N/A	Broadway Jackson Improvements in Alameda/Oakland Chinatown. restoring transit services taht were cut i Alameda, especially to the west end of City of Alameda	Highways and Roads; Public Transit
ON	10	N/A	Fix pot holes - BART service to Livermore - 580/680 Flyover all need attention.	Highways and Roads; Public Transit
ON	10	N/A	MAKE THE ROADS ABLE TO HANDLE THE LOCAL TRAFFIC SO WE DO NOT SIT ALL-DAY ON THE FREEWAYS. the only thing that has drastically improved traffic in the last 30 years is unemployment but will take traffic and CO2 over poverty any day. I believe the roll of our government is to respond to the needs of the people not dictate their needs you job is traffic not exercise police. buy mandating denser zoning and building bike paths that two people use all day while hundreds are stuck in congestion or have no place to park this is just bad government and waste. One observation is that much of the local traffic is generated by the schools, 25 person school buses could help if they are safe.	Highways and Roads; Public Transit
TK	10	N/A	Mass transportation capability increase	Highways and Roads; Public Transit
ON	10	N/A	NO BUS-ONLY LANE DOWN THE MIDDLE OF EAST 14TH FROM BERKELEY BART TO SL BART. WASTEFUL BEYOND BELIEF. REDUNDANT -- DOESN'T BART GO FROM BERKELEY BART TO SAN LEANDRO BART? Then why do they both need to go there?!? Someone who runs a road-construction company stands to make a pretty penny -- that's why. No one else benefits.	Highways and Roads; Public Transit
ON	10	N/A	Provide a low, discounted fare rate for students, the poor and seniors. FIX THE POTHOLE!	Highways and Roads; Public Transit
ON	10	N/A	Streetscape improvements towards Complete Streets (road diet, planter boxes), Oakland Streetcar, BRT, Infill development	Highways and Roads; Public Transit
ON	10	N/A	The connection/corridor between the Fruitvale BART and the City of Alameda ciould be improved. You have the high capacity bridge in and out of Alameda connected to a 2 lane poorly maintained road, so the bridge is underutilized. Would be really cool if you could have a train shuttle to and from the neighborhoods in Alameda to the Fruitvale BART.	Highways and Roads; Public Transit
WK	Needs	Oakland 2/24	Yes maintenances of (illegible) and potholes, students free bus passes and longer transfer usage.	Highways and Roads; Public Transit
WK	Projects/Programs	Oakland 2/24	#1 - Transportation between Oakland Coliseum BART and Oakland Airport - if it doesn't go to the terminals, keep the van-shuttle bus. #2 - Maintenance needed on streets and highways. #3 - Invest in BART - improve stations. Make parking safer at MacArthur BART and West Oakland.	Highways and Roads; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	6	N/A	Repair infrastructure- Provide for replacement of old equipment- balance budget!!	Highways and Roads; Public Transit; Transit Funding
ON	10	N/A	Designating right-hand lane of most multi-lane arterials as having priority for bicycles or electrically-motorized vehicles with a top speed of 20 MPH.	Highways and Roads; Transportation System Management
ON	4	N/A	Improving cyclist behavior	Other Needs - Education
TK	6	N/A	Educated people to use team transportation sharing, car ride, or taking the bus	Other Needs - Education
TK	6	N/A	education for automobiles and bicycle to share the road safely	Other Needs - Education
ON	6	N/A	Focus on substantial cycling behaviors training in grades 3, 5, 7, 9, 11 in PE	Other Needs - Education
TK	6	N/A	More programs for children	Other Needs - Education
TK	6	N/A	Reach parents in their childrens' schools on a night designated for looking at educating parents.	Other Needs - Education
ON	9	N/A	Courteous drivers and workers public transportation hubs	Other Needs - Education
TK	9	N/A	educate people on alternative fuel vehicles	Other Needs - Education
TK	10	N/A	bilingual educational Programs	Other Needs - Education
ON	10	N/A	Discourage littering.	Other Needs - Education
ON	10	N/A	Effective Cycling Education needs to be funded in substantial forms with additional vendors. Also, I recommend measuring real on-the-road performance of existing bike rodeos, and skinny mini bike programs like SRTS. Primarily I am weary that bike lane projects do not deliver the intended goods while it is known and proven that Effective Cycling programs in the schools can quickly reduce car-bike collisions by at least 40%.	Other Needs - Education
ON	10	N/A	How can we have traffic violations against pedestrians and cyclists enforced? Motorists need to learn they're not really Kings of the Road.	Other Needs - Education
TK	9	N/A	Getting middle and high school students onto transit.	Other Needs - Education; Other Needs - Reduce Driving
ON	4	N/A	Encourage employers next to BART stations and along AC Transit frequent lines to encourage their employees to take public transit, participate in Commuter Check, Guaranteed Ride Home, etc.	Other Needs - Education; Public Transit
TK	6	N/A	work with employers to provide incentives to their employees for taking public trans	Other Needs - Education; Public Transit
ON	10	N/A	Ban smoking at bus stops!	Other Needs - Education; Public Transit
TK	10	N/A	Convert AC Transit to be a rider friendly commute. Train staff to be courteous and helpful. Have more frequent rides that goes through all communities they ever have. Make it worth paying to ride!	Other Needs - Education; Public Transit
ON	10	N/A	Develop a template for a Transportation Management Association that employers close to transit can use. Employers next to BART and AC Transit lines with frequent buses could participate in Commuter Check, Guaranteed Ride Home, Ride Match, Trip Planning and other programs. Many of these employers were not required to participate in a TDM or a TMA at their time of establishment of their business. Working with BART and AC Transit, they could have a transit fair to promote transit use. Also, a one time or periodic free monthly pass could introduce many new riders to public transit and many would then choose to ride public transit.	Other Needs - Education; Public Transit
ON	10	N/A	Do not be created wasting tax payers money, instead please learn how to manage funds. Also fix public transportation. AC Transit provides a horrible service. This institution needs to be reorganize	Other Needs - Education; Public Transit
ON	10	N/A	Make people aware of ACTransit vs. BART. Many people are unaware.	Other Needs - Education; Public Transit
TK	10	N/A	More funding for training for drivers and operators of buses.	Other Needs - Education; Public Transit; Transit Funding
ON	4	N/A	More shoreline restoration, and more parks/green spaces	Other Needs - Not Transportation Related
TK	5	N/A	work with communities/business to create and maintain neighborhood maintenance and pride	Other Needs - Not Transportation Related
TK	10	N/A	local schools	Other Needs - Not Transportation Related
ON	4	N/A	Telecommuting on certain days of the week using virtual office links or PODS.	Other Needs - Reduce Driving
TK	5	N/A	carpool incentives	Other Needs - Reduce Driving
TK	6	N/A	carpool incentives	Other Needs - Reduce Driving

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	6	N/A	Higher taxes on driving, more incentives to not drive SOVs.	Other Needs - Reduce Driving
TK	6	N/A	incentives to folks who don't drive	Other Needs - Reduce Driving
TK	6	N/A	Provide incentives to drive less	Other Needs - Reduce Driving
TK	6	N/A	working from home	Other Needs - Reduce Driving
ON	7	N/A	Look at The Flexible Work Week time schedule work commute 4 days not 5 ?	Other Needs - Reduce Driving
ON	7	N/A	You might look at promoting the flex work week concept	Other Needs - Reduce Driving
TK	9	N/A	Bring Jobs closer to housing	Other Needs - Reduce Driving
TK	9	N/A	car pooling	Other Needs - Reduce Driving
TK	9	N/A	carpool inducements	Other Needs - Reduce Driving
ON	9	N/A	Companies to allow employees to telecommute	Other Needs - Reduce Driving
TK	9	N/A	flex work week/ day return CA to 40 hr. work week vs 8 hr wrk day	Other Needs - Reduce Driving
ON	9	N/A	If people could afford to live in the community where they work.	Other Needs - Reduce Driving
TK	9	N/A	Incentives to drive less in congested areas	Other Needs - Reduce Driving
ON	9	N/A	Invest in hybrid or alternative fuel vehicles	Other Needs - Reduce Driving
ON	9	N/A	look for job closer to your house	Other Needs - Reduce Driving
ON	9	N/A	Lower the cost of gasoline, by using our own oil!!!!	Other Needs - Reduce Driving
TK	9	N/A	Moving the greatest number of people at reasonable cost	Other Needs - Reduce Driving
TK	9	N/A	Not Sure any of These will change car lovers habits	Other Needs - Reduce Driving
ON	9	N/A	People don't want to give up their cars- it limits their freedom, and they shouldn't have to	Other Needs - Reduce Driving
ON	9	N/A	Provide education to employers on the benefits of allowing work from home options.	Other Needs - Reduce Driving
TK	9	N/A	Raise gas tax	Other Needs - Reduce Driving
ON	9	N/A	Relocating people to other places	Other Needs - Reduce Driving
ON	9	N/A	repeat the stupid law! it is based on political science not real science!	Other Needs - Reduce Driving
TK	9	N/A	Spare the air day	Other Needs - Reduce Driving
TK	9	N/A	Stop subsidizing the convenience of driving	Other Needs - Reduce Driving
ON	9	N/A	That is not an issue you should be addressing.	Other Needs - Reduce Driving
ON	9	N/A	Unemployment seems to be doing a great job!	Other Needs - Reduce Driving
ON	9	N/A	Using market signals to discourage driving (increasing gas tax; charging more for parking; not expanding road capacity),	Other Needs - Reduce Driving
ON	10	N/A	Developing virtual office PODS to support telecommuting and developing the infrastructure to support this will als decrease our carbon footprint and reliance on fossil fuels.	Other Needs - Reduce Driving
ON	10	N/A	Encourage people to take public transportation by reducing the parking meters. Encourage people to shop in Oakland by getting rid of the parking meters and whatever it is that has sent retail business away from Oakland. BRING RETAIL BUSINESS BACK TO OAKLAND !!	Other Needs - Reduce Driving
ON	10	N/A	If the City, County and Local Government would give property tax breaks or discounts to people who have worked in and around the downtown Oakland area there would be a significantly less people commuting from Tracy, Modesto, Stockton, Antioch, Vallejo, Pittsburg into downtown Oakland. A study should be made to determine just how many people in the last 10-15 years have moved out of the area because of homeownership opportunities. They mostly have to drive because of lack of mobility in the area where they work and the time factor involved in getting home afterwards.	Other Needs - Reduce Driving
TK	10	N/A	Increase publicity for shared rides to more cities in the county. currently all shared rides are directed towards San Francisco only.	Other Needs - Reduce Driving
ON	6	N/A	Increase gas taxes and make public transit free or very inexpensive	Other Needs - Reduce Driving; Public Transit
ON	9	N/A	All of the above, as well as providing connections from key hubs of mass transit to worksites via shuttles, for maor employers.	Other Needs - Reduce Driving; Public Transit
TK	9	N/A	BART is too expensive - with 4 people, it's much easier and less expensive to drive	Other Needs - Reduce Driving; Public Transit
TK	9	N/A	In order to accomplish alternatives to driving, work with agencies to make these alternatives as safe as they can be for all ages.	Other Needs - Reduce Driving; Public Transit
ON	9	N/A	make transit a better option than driving. No reason to get on a bus if you can get in the car. Trade vehicle capacity for passenger capacity of roads.	Other Needs - Reduce Driving; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	10	N/A	Integration of alternative transport and public transit	Other Needs - Reduce Driving; Public Transit
TK	10	N/A	Reducing cost of public transportation as an incentive for people to use public trans more.	Other Needs - Reduce Driving; Public Transit
WK	Projects/Programs	Hayward 3/9	A Free Eco Bus Pass for every student, 6th to 12th grades, attending public or private school in Alameda County to reduce car use and reduce greenhouse gases.	Other Needs - Reduce Driving; Public Transit
WK	Needs	Oakland 2/24	Ultimately, if we want to reduce GHG, we will need to attract more people to public transit, which means it needs to be affordable. Public transit is not affordable if fares are being increased and services are decreased. This is a Sophie's Choice – choosing between transit affordability and transit service restoration. The larger question is why funding to public transit is not secure and fixed. There needs to be more community input and control on funding and funding decisions. At the Alameda County Community Food Bank, we know people are having a hard time feeding their family because cost of living, especially transit which is vital to their ability to work and provide for their family. We need to make it a priority that transit is affordable and reliable, which brings us back to funding and funding equity.	Other Needs - Reduce Driving; Public Transit; Transit Funding
TK	10	N/A	County gas tax to pay for this stuff and make car driving more expensive. This added tax should only be on gasoline, not diesel.	Other Needs - Reduce Driving; Transit Funding
TK	9	N/A	Build Bussiness Parks closer to freeways	Other Needs - Reduce Driving; Transportation and Land Use Program
ON	9	N/A	Increase building density, and control urban sprawl.	Other Needs - Reduce Driving; Transportation and Land Use Program
TK	10	N/A	Housing in cities to be build close to shopping and more of a "main street" concept.	Other Needs - Reduce Driving; Transportation and Land Use Program
ON	5	N/A	Make it cool to ride the bus; increase service on the 88	Other Needs-Education; Public Transit
ON	4	N/A	dereg of zoning requiring parking, decoupling rent from parking, parking managment, shared parking, SFpark technology	Parking and Transportation Demand Management
ON	4	N/A	Give priority on Carpool lane to environmental friendly cars like Prius & Honda Civic, free of charge	Parking and Transportation Demand Management
ON	4	N/A	Improving the network that provides traffic information to in-car GPS	Parking and Transportation Demand Management
ON	4	N/A	Instead of technology to manage congestion, how about technology to improve reliability of transit? (NextBus is a great start.)	Parking and Transportation Demand Management
TK	4	N/A	Maybe DMV regulation with specific day sticker to operated only two days a week	Parking and Transportation Demand Management
ON	5	N/A	stop taking parking away from the streets	Parking and Transportation Demand Management
ON	6	N/A	580 Carpool lane west bound	Parking and Transportation Demand Management
ON	6	N/A	Improve the rideshare program to match current technologies! Old info is never updated...	Parking and Transportation Demand Management
TK	9	N/A	Decrease or eliminate parking requirements, no longer have government subsidies of parking facilities	Parking and Transportation Demand Management
ON	9	N/A	Increase the cost of driving with pricing mechanisms.	Parking and Transportation Demand Management
TK	9	N/A	Increase the cost of parking	Parking and Transportation Demand Management
ON	9	N/A	Increasing the cost of driving	Parking and Transportation Demand Management

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	9	N/A	land use must change and single driving needs to decrease either through congestion charges or other disincentives	Parking and Transportation Demand Management
TK	9	N/A	let the lesser street movement stop light hold longer	Parking and Transportation Demand Management
ON	9	N/A	Make it more financially PAINFUL to park than ride.	Parking and Transportation Demand Management
ON	9	N/A	More parking to facilitate point to point travel.	Parking and Transportation Demand Management
ON	9	N/A	pricing reforms relating to parking, gas tax, congestion, external costs, tax loopholes, etc.	Parking and Transportation Demand Management
ON	9	N/A	reduce emissions by opening up special lanes and let the cars spewing gas use them	Parking and Transportation Demand Management
ON	9	N/A	take out the parking meters	Parking and Transportation Demand Management
ON	9	N/A	Websites such as atransit.org and 511.org need "a lot" of improvement so that it's easier to plan non-car trips quickly. Interfaces are not easy/quick to use. There should be a way to plan a trip online, that incorporates part-transit, part bike. E.g. I'd take a bus 5 miles (with my bike on the bike rack of the bus); then ride from the bus stop 3 additional miles to my destination. Currently there is "no" way to plan this on 511.org, because the "Max walk distance" I can pick on that system is only 1 mile!	Parking and Transportation Demand Management
ON	10	N/A	Don't allow the use of HOV lanes on our highways by single person vehicles. We paid for the highways from our taxes and the rich should not be allowed to use the HOV lanes for a price. They should have to pay for the entire cost of building the traffic lane. That includes the purchase of the right of way and the construction of the highway lane. Forcing all of us to incur the cost of the highway construction for an HOV lane and then allowing the rich people to use it as a single driver is not fair for all of the taxpayers.	Parking and Transportation Demand Management
ON	10	N/A	Funding for BART parking should come from users; stop subsidizing them, they pay less than the cost to provide the parking.	Parking and Transportation Demand Management
ON	10	N/A	implement market rate parking pricing	Parking and Transportation Demand Management
ON	10	N/A	Improve Rideshare - its software and methodology are archaic. When I update my request, the matches are all out-of-date and system does not require users to update periodically and it does not show how long ago they were input, so I have no confidence to continue using it as a resource.	Parking and Transportation Demand Management
TK	10	N/A	Utilize existing information technology with a graphic information/positioning system (GPS) to give real time information on the location of buses, et al, which can be viewed at the central office & on intelligent smart phone, IPad, et al.	Parking and Transportation Demand Management
ON	10	N/A	We should institute a countywide Transportation Demand Management Program similar to what has been done in San Mateo County, but going beyond it with additional parking management and pricing strategies. Full roadway pricing should be introduced through a pilot program on one very congested stretch, with revenues used to help support transit operations.	Parking and Transportation Demand Management
TK	4	N/A	Increase parking areas at stations	Parking and Transportation Demand Management; Public Transit
TK	4	N/A	Parking too expensive, to little incentives to take BART - No Parking!	Parking and Transportation Demand Management; Public Transit
TK	5	N/A	Parking at bus terminals	Parking and Transportation Demand Management; Public Transit
ON	9	N/A	Parking is terrible at BART Dublin, Stop charging for parking. To much time to find parking and pay for parking.	Parking and Transportation Demand Management; Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	Bus Rapid Transit, extending hours of bus service late into the evening and on the weekends, increasing reliability of services like nextbus.com or other services to be able to monitor transit frequency and provide commuters with greater predictability.	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	Improve BART and expand BART parking - Make it less noisy, less dirty, quicker, run trains more frequently and through the night.	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	More park and ride locations	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	Reduce the price of BART and stop with the San Leandro \$1.00 parking fee. Highway robbery!	Parking and Transportation Demand Management; Public Transit
WK	Projects/Programs	Oakland 2/24	Fund Eco Bus pass! Coordinate transit to new shopping areas and schools. Better Next Bus information in paid areas of BART stations so passengers can wait in shelter and safety rather than on the street in the rain.	Parking and Transportation Demand Management; Public Transit; Transit Funding
ON	10	N/A	Specifically survey residents in Berkeley/Oakland hills regarding ways to meet their everyday transportation needs and get them out of their cars.	Planning and Outreach
WK	Needs	Dublin 3/24/11	How many actual teams/agencies are involved with this workshop? Sounds like there are too many teams are involved. Amtrak California, Alameda Commuter Express, BAR, County Connections, Greyhound, MAX Commuter Express, SJRTD/SMART Bus, Tri-Delta Transit, Wheels, AC Transit, Golden Gate Transit, Capital Corridor, Sam Trans, etc. etc. etc. How many are State, County, City funded? Are we repeating work that is being done and we're just spinning our wheels?	Planning and Outreach
WK	Other	Oakland 2/24	Excellent workshop (2/24). The people conducting it are to be highly commended.	Planning and Outreach
WK	Other	San Leandro 3/16	Good meeting - very informational, good ideas.	Planning and Outreach
ON	10	N/A	The kinds of car trips that would be most easily replaced are the kind people do every day, which is commuting. Those are also typically the longest trips, so that's your biggest bang for the buck in reducing VMT. Alternatives to car commuting must be time-competitive with solo driving, and attractive to those who have the option of driving a nice car. Options include: More rail service like ACE and Capitol Corridor. High quality shuttle buses (like Bauer Wi+Drive). More routes not currently served by direct rail and express buses. For example, reverse commute from Fremont to Pleasanton.	Public Transit
ON	4	N/A	2) Free Eco Buss Pass for students in Alameda city (6th-12th grade). 3) Restore service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	580 Bart to Livermore	Public Transit
TK	4	N/A	72R stop in front of St. Mary's Center going downtown	Public Transit
TK	4	N/A	A BRT transit hub linking to high-speed rail (feeder line)	Public Transit
TK	4	N/A	AC drivers and management need better relationship	Public Transit
ON	4	N/A	AC Transit has gotten so inaccessible that I almost never take the bus anymore, even though I used only the bus and walking for 10 years. It's become so expensive, the lines run less frequently, and they go fewer places. If AC Transit was improved, I would use it again, ESPECIALLY if we still had the BART PLUS pass.) Thank you!	Public Transit
TK	4	N/A	AC Transit service	Public Transit
ON	4	N/A	BART extension to Livermore	Public Transit
ON	4	N/A	BART IRVINGTON STATION	Public Transit
TK	4	N/A	BART no high speed rail	Public Transit
ON	4	N/A	Bart on the freeway	Public Transit
ON	4	N/A	Bart on the freeway.	Public Transit
ON	4	N/A	Bart stations need more parking and better security	Public Transit
ON	4	N/A	Bart to Isabel Ave, no further.	Public Transit
ON	4	N/A	Bart to livermore	Public Transit
TK	4	N/A	Bart to Livermore	Public Transit
TK	4	N/A	Bart to Livermore	Public Transit
ON	4	N/A	BART to Livermore on 580 median	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	4	N/A	Bart to San Jose	Public Transit
TK	4	N/A	Bart to San Jose	Public Transit
TK	4	N/A	BART to San Jose Airport	Public Transit
TK	4	N/A	Better bus service	Public Transit
TK	4	N/A	Better bus service	Public Transit
ON	4	N/A	better existing service should be an option e.g. more frequent amtrak capitol corridor, BRT -	Public Transit
ON	4	N/A	Better Interconnect our Public Transit system - get BART down 580 to Altamont Commuter Rail connection	Public Transit
TK	4	N/A	Better shelters for bus stops - inclement weather	Public Transit
TK	4	N/A	better times, more routes	Public Transit
ON	4	N/A	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave.	Public Transit
ON	4	N/A	bring back streetcars!	Public Transit
ON	4	N/A	Broadway Shuttle expansion	Public Transit
ON	4	N/A	Broadway street car, more light rail, more BART and more service on the capitol corridor	Public Transit
ON	4	N/A	Building a Portland-style streetcarsystem linking Oakland through Berkeley	Public Transit
TK	4	N/A	Bus	Public Transit
ON	4	N/A	Bus Rapid Transit and restoring AC Transit service levels	Public Transit
ON	4	N/A	Cancel the BRT program.	Public Transit
ON	4	N/A	Clean up BART trains - they are too filthy to sit on	Public Transit
TK	4	N/A	Cleaner BART stations and trains	Public Transit
ON	4	N/A	COUNTY EMPLOYMENT BUS PASSES	Public Transit
ON	4	N/A	dedicated bus lane from BART to Oakland airport (not BART extension)	Public Transit
ON	4	N/A	Dumbarton Rail Connection	Public Transit
ON	4	N/A	ECO Bus Pass for school students grades 6-12	Public Transit
ON	4	N/A	Eco Buss Passes for Alameda County Students, 6th thru 12th graders	Public Transit
ON	4	N/A	Emeryville - Berkeley - Oakland Tram	Public Transit
ON	4	N/A	Emeryville - Berkeley - Oakland Tram	Public Transit
TK	4	N/A	Encourage taxi use	Public Transit
ON	4	N/A	Expand Shuttle B service to after 7pm	Public Transit
ON	4	N/A	Expanded, bi-directional ACE service	Public Transit
ON	4	N/A	Expanding the transit services to new areas: BART to Altamont commuter rail connection. BART extended to create a station at the Altamont commuter rail where you have 300 acre - bypass downtown Livermore - future - or use shuttle	Public Transit
TK	4	N/A	Expanding transit in disenfranchised areas	Public Transit
ON	4	N/A	Expansion of the Broadway Shuttle and more service to connect the central neighborhoods	Public Transit
ON	4	N/A	EXTEND BART ALONG 580 TO ISABEL OR GREENVILLE ROADS IN LIVERMORE.	Public Transit
ON	4	N/A	Extend BART keeping it on 580 with sufficient parking structures	Public Transit
TK	4	N/A	extend BART to Livermore	Public Transit
ON	4	N/A	First Phase BART extension to Isabel/84, in spite of the City of Livermore's expensive plan to go downtown	Public Transit
TK	4	N/A	Fixing AC Transit	Public Transit
ON	4	N/A	free bus passes for students	Public Transit
ON	4	N/A	Free Eco Bus Pass for Alameda County youth	Public Transit
ON	4	N/A	free eco bus pass for all students in Alameda Co between 6th grade and 12th grade	Public Transit
ON	4	N/A	Free Eco Bus Pass for all students in Alameda County between 6th and 12th grades, also restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	Free Eco Bus Pass for all students in Alameda County between 6th and 12th grades, also restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	Free Eco Bus Pass for students in 6th through 12th grade	Public Transit
ON	4	N/A	Free Eco Bus Pass for students in 6th - 12th grade. Operating funds for AC Transit.	Public Transit
TK	4	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	4	N/A	free eopasses for students and seniors	Public Transit
ON	4	N/A	Free public transportation similar to what is in Chapel Hill, North Carolina	Public Transit
ON	4	N/A	Free school transportation for students	Public Transit
ON	4	N/A	Having bus and bart to go to Vallejo and in another direction to Tracey	Public Transit
ON	4	N/A	High Speed Rail through the Altamont, using BART as primary feeder	Public Transit
TK	4	N/A	I think maintaining existing bus books, existing fares	Public Transit
ON	4	N/A	I would like to see the efficiency and punctuality of AC Transit improve, and I would like to see the Broadway shuttle's hours grow.	Public Transit
ON	4	N/A	I would love to have a bus providing reliable service to Gateway Alameda. I had to stop taking the ferry when AC Transit discontinued the 325; the 63 sometimes leaves the busstop before ferry passengers disembark.	Public Transit
TK	4	N/A	Improving AC Bus system, no bus to Davis st.	Public Transit
ON	4	N/A	Improving Connections between one transit company and another - BART to VTA, AC Transit to BART	Public Transit
ON	4	N/A	IMPROVING existint transit system connections and reliability.	Public Transit
ON	4	N/A	Improving the Safety of passengers as well as transit workers.	Public Transit
ON	4	N/A	increasing frequency of lines such as 25	Public Transit
TK	4	N/A	Increasing the time range of AC Transit	Public Transit
TK	4	N/A	Irvington Bart	Public Transit
ON	4	N/A	It makes no sense to expand service to new areas when you are reducing it in the areas it exists, expand it where it exists, especially for neighborhoods to get to their downtowns by a frequent shuttle along major streets like Mission	Public Transit
ON	4	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
TK	4	N/A	Keep the buses cleaner	Public Transit
TK	4	N/A	Keep transit affordable, particularly bus. Bus service should be free to students and low-income people.	Public Transit
ON	4	N/A	Keeping BART on 580.	Public Transit
TK	4	N/A	light rail	Public Transit
TK	4	N/A	Lowering costs for poor people (written on as an additional checkbox option)	Public Transit
TK	4	N/A	Maintain existing / expanding service/ put back service	Public Transit
TK	4	N/A	maintaining existing transit system connection	Public Transit
ON	4	N/A	Make public transportation free to get people to use cars less	Public Transit
ON	4	N/A	making bus and bart affordable and ubiquitous	Public Transit
ON	4	N/A	Modern Streetcar System	Public Transit
ON	4	N/A	monthly BART passes for a flat price AND Clipper Card that combines volume discounts for both BART and MUNI	Public Transit
ON	4	N/A	More bus service	Public Transit
TK	4	N/A	More Bus Stops	Public Transit
TK	4	N/A	more extensions of BART and further improve BART service	Public Transit
TK	4	N/A	More frequent including nights and weekends routes	Public Transit
ON	4	N/A	More Frequent Reliable Bus Service	Public Transit
ON	4	N/A	More public transport hours and services, lower fares	Public Transit
ON	4	N/A	Non stop bus services to major cities	Public Transit
ON	4	N/A	Oakland Streetcar	Public Transit
ON	4	N/A	Provide funding for a free bus pass for all middle-and-high-school students in County	Public Transit
TK	4	N/A	Rail connection Fremont/ Palo Alto	Public Transit
TK	4	N/A	Rapid bus	Public Transit
ON	4	N/A	Re-instating transit service hours to areas that had their night, weekend, and off-peak service reduced	Public Transit
TK	4	N/A	Re-instating transit services that were recently cut.	Public Transit
TK	4	N/A	Require buses to go through bus stops at the scheduled time.	Public Transit
ON	4	N/A	Restore (or improve) A C Transit routes, days and hours of service, frequency of service	Public Transit
ON	4	N/A	Restoring AC transit service to 2007 levels	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	4	N/A	Restoring recently cut services and route reductions; provide ECO Bus Pass to students grades 6-12; MTC find \$ to eliminate AC Transits deficit; cancel current proposed fare hikes.	Public Transit
ON	4	N/A	Return the bus turn coming do Santa Clara to stopping on Santa Clara before turning onto Webster Street	Public Transit
ON	4	N/A	Return the previous A/C transit bus routes and schedules - increase the transfer intervals	Public Transit
TK	4	N/A	seating at bus stops and shelter	Public Transit
ON	4	N/A	Small shuttles/jitneys from Berkeley Hills to Shattuck Avenue Area, same from Shattuck to W. Berkeley	Public Transit
ON	4	N/A	Storing service cuts in AC Transit and I support the Free Eco Bus Pass for students	Public Transit
ON	4	N/A	Street car system in Oakland	Public Transit
ON	4	N/A	Streetcar from piedmont ave. down to jack London and uptown.	Public Transit
ON	4	N/A	The frequency and reliability of the existing transit system needs to be improved, particularly bus transit.	Public Transit
ON	4	N/A	There should be better transit to grocery stores and food supplies, especially FROM areas that are known to have NONE	Public Transit
TK	4	N/A	TOD	Public Transit
TK	4	N/A	food and Infill	Public Transit
TK	4	N/A	We need a bus route	Public Transit
ON	4	N/A	We need AC Transit services restored to what they were before the major cuts came down starting last year. We need more buses operating and running on time.	Public Transit
ON	4	N/A	we need bus service to either Piedmont Avenue or Montclair; we have no way to get to nearby shopping districts	Public Transit
TK	4	N/A	we need to shine up AC Transit	Public Transit
ON	4	N/A	With the first option, "maintaining existing transit....", it should be RESTORING levels of service that were there in the past, and increasing the hours and frequency of service, before expanding to new areas.	Public Transit
TK	5	N/A	24 hr transit service	Public Transit
ON	5	N/A	A Modern Streetcar System	Public Transit
TK	5	N/A	abandon fast train its too expensive	Public Transit
TK	5	N/A	Abandon fast train, Billions	Public Transit
TK	5	N/A	AC Transit	Public Transit
TK	5	N/A	AC transit and BART	Public Transit
ON	5	N/A	AC Transit Bus Service	Public Transit
ON	5	N/A	AC Transit reliability is a serious problem and has made the system virtually unusable for accessing BART or other trips.	Public Transit
TK	5	N/A	AC Transit reliability to schedules	Public Transit
ON	5	N/A	Ac Transit service should be more frequent and expansive in dense neighborhoods	Public Transit
ON	5	N/A	AC Transit	Public Transit
ON	5	N/A	Adding a Portland-style streetcar system paid for by BID's and local taxes	Public Transit
ON	5	N/A	B streetcar	Public Transit
ON	5	N/A	BART along the 580 corridor to Livermore	Public Transit
TK	5	N/A	Bart into Bart	Public Transit
ON	5	N/A	BART ON 580 TO GREENVILLE ROAD IN LIVERMORE	Public Transit
ON	5	N/A	Bart on the freeway	Public Transit
TK	5	N/A	Bart should be expanded throughout bay area	Public Transit
ON	5	N/A	bart to livermore	Public Transit
ON	5	N/A	BART to Livermore	Public Transit
ON	5	N/A	bart to livermore	Public Transit
TK	5	N/A	BART to Livermore - 580 corridor	Public Transit
ON	5	N/A	bart to livermore and build in as planned in 580 with the same types of cars.as bart now owns the land	Public Transit
ON	5	N/A	BART to Livermore with a station downtown and at Vasco Road for connectivity with ACE/future high speed rail	Public Transit
ON	5	N/A	BART TO WARM SPRINGS	Public Transit
ON	5	N/A	BART to Warm Springs & San Jose.	Public Transit
ON	5	N/A	Broadway street car, MacArthur BRT, Capitol Corridor	Public Transit
TK	5	N/A	Broadway streetcar	Public Transit
ON	5	N/A	BRT	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	5	N/A	BRT	Public Transit
TK	5	N/A	BRT	Public Transit
ON	5	N/A	Bus from Thornhill that connects -- we used to have a bus stop at Thornhill and Pinehaven. It's gone and we need it back.	Public Transit
ON	5	N/A	Bus passes for school children under 16 years old	Public Transit
TK	5	N/A	Bus rapid transit/ TOD	Public Transit
ON	5	N/A	bus service has been drastically cut and more than doubled my commute time - reinstate bus services/lines!	Public Transit
ON	5	N/A	Buses in Fremont only run every 30 min. or every 60 min. This is not an incentive to use public transportation.	Public Transit
ON	5	N/A	Connect BART to San Jose	Public Transit
ON	5	N/A	Connect to San Jose Light Rail via BART	Public Transit
TK	5	N/A	county wide transit	Public Transit
ON	5	N/A	Dumbarton Rail	Public Transit
ON	5	N/A	Dumbarton Rail	Public Transit
ON	5	N/A	East Bay Bus Rapid Transit: We need to improve Telegraph / International bus reliability. During peak hours I frequently see 45 minute waits for the 1R.	Public Transit
ON	5	N/A	ECO bus pass for school students	Public Transit
ON	5	N/A	Emeryville - Berkeley - Oakland Tram (EBOT) - the next generation of Emery-Go-Round	Public Transit
TK	5	N/A	Expand BART past 12:30 and increase AC Transit service	Public Transit
ON	5	N/A	Express BART to bypass secondary stops and improve transit time between major stops.	Public Transit
TK	5	N/A	Extend Bart	Public Transit
TK	5	N/A	Extend Bart to Livermore	Public Transit
ON	5	N/A	Focus on reliability of transit - it is really difficult to plan a commute around a bus that doesn't show up.	Public Transit
ON	5	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	5	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	5	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	5	N/A	Free Eco Student Bus pass	Public Transit
ON	5	N/A	Frequent shuttle service along Mission Blvd. from end of Hayward to downtown Hayward as well as CSUEB and the 2 Hayward BART stations. AC transit is not frequent and uses big empty buses; smaller shuttle with more frequency	Public Transit
ON	5	N/A	GET BART TO LIVERMORE	Public Transit
ON	5	N/A	Get rid of section 8 in Hayward. Send the homeless out of Hayward via 1-way ticket to Mexico or Vegas, then maybe more people will take public transportation when the vagrants are gone. Until then, good luck.	Public Transit
TK	5	N/A	Green Transportation	Public Transit
ON	5	N/A	have bus routes that drivers can run on schedule and maintain regular service	Public Transit
TK	5	N/A	Have more service	Public Transit
ON	5	N/A	HAVING BUSES RUN MORE REGULARLY DURING COMMUTE HOURS	Public Transit
ON	5	N/A	I often have to take more than one system (BART, ACT Transit, Ace, Amtrak, etc.) to get to my destination. Wish they meshed with *each other* better. Also, more weekend access needed (esp. early morning Sat/Sun).	Public Transit
ON	5	N/A	Improve and expand public transportation; reduce costs to riders	Public Transit
ON	5	N/A	Improve BART rolling stock and service; build Oakland downtown streetcar system	Public Transit
ON	5	N/A	Improve Scheduling and frequencies of transit. Do not cut or reduce service.	Public Transit
ON	5	N/A	Improving AC Transit service	Public Transit
TK	5	N/A	Improving bus frequency and coverage in low income areas of the county, evenings and weekends	Public Transit
ON	5	N/A	Increase AC Transit services!	Public Transit
TK	5	N/A	Increase time and use of bus transfers	Public Transit
ON	5	N/A	Infill BART Station in Oakland's San Antonio district	Public Transit
ON	5	N/A	keep bart on 580	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	5	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	5	N/A	Keep BART on 580 to Livermore. Add plenty of parking structures at Greenville and Isabel.	Public Transit
ON	5	N/A	light rail or trolleys down major corridors	Public Transit
TK	5	N/A	Light Rail, Free Transit with ca id	Public Transit
ON	5	N/A	MacArthur Blvd bus rapid transit	Public Transit
TK	5	N/A	Maintain existing services	Public Transit
TK	5	N/A	Maintain transit Service	Public Transit
ON	5	N/A	Making regional rail faster and more expansive	Public Transit
ON	5	N/A	more BART trains	Public Transit
ON	5	N/A	more bus service	Public Transit
ON	5	N/A	More numerous and frequent bus routes (I don't have a car and the only bus route that goes between my home and work was canceled last year. Don't know if it's within your purvue, but Bart that runs all night at least on the weekends and bike cars for commute hours which are usually blacked out for cyclists would be heavenly!	Public Transit
ON	5	N/A	need more direct bike routes	Public Transit
ON	5	N/A	Oakland Broadway streetcar service	Public Transit
ON	5	N/A	Oakland Streetcar	Public Transit
ON	5	N/A	Oakland Streetcar	Public Transit
ON	5	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
ON	5	N/A	Place new housing near existing transit	Public Transit
ON	5	N/A	Preventing service cutbacks for bus service to those most in need	Public Transit
ON	5	N/A	Rail size of BART should have matched existing rail gauge to utilize existing track	Public Transit
ON	5	N/A	Reliable A.C. bus services	Public Transit
ON	5	N/A	Restore bus transit service to 2003 level!	Public Transit
ON	5	N/A	restore service and route cuts to 2009 levels; hire needed drivers;replace buses with safer, reduced emissions-capable models.	Public Transit
TK	5	N/A	Restore service cuts from Jan 2010 to present	Public Transit
ON	5	N/A	RESTORE the cut AC Transit bus lines! They're vital for bike/bus commuters.	Public Transit
ON	5	N/A	Restoring operations and services of AC Transit buses	Public Transit
ON	5	N/A	Restoring recent AC Transit cuts	Public Transit
ON	5	N/A	restoring service cuts and operations made to A/C transit since 2009	Public Transit
ON	5	N/A	restoring services and operation cuts made to AC Transit since 2009	Public Transit
TK	5	N/A	school buses	Public Transit
TK	5	N/A	Shuttle should stop at Manor Blvd. and Farnsworth routinely	Public Transit
ON	5	N/A	Simplifying AC Transit routes	Public Transit
ON	5	N/A	Street Cars In Oakland effectively connected to existing BART routes	Public Transit
ON	5	N/A	Trains and trolly busses on city streets.	Public Transit
ON	5	N/A	transit frequency should be improved on existing lines, and sensible feeder lines added	Public Transit
ON	5	N/A	Transit is remains too limited in service provision to serve its potential market.	Public Transit
TK	6	N/A	AC Transit	Public Transit
ON	6	N/A	BART ON 580 TO ALTAMONT PASS	Public Transit
ON	6	N/A	BART or other rail along I-580	Public Transit
TK	6	N/A	BART to Livermore - 580 corridor	Public Transit
ON	6	N/A	BART to Livermore connection to train to tracy/stockton	Public Transit
TK	6	N/A	BART to San Jose	Public Transit
ON	6	N/A	BART TO WARM SPRINGS	Public Transit
TK	6	N/A	Better AC Transit service	Public Transit
ON	6	N/A	Better core transit services	Public Transit
ON	6	N/A	Bi-directional ACE service (because BART via Bay Fair is too long/slow)	Public Transit
ON	6	N/A	Broadway Shuttle/Oakland Streetcar	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	6	N/A	Broadway street car, MacAnther BRT, Capitol Corridor	Public Transit
TK	6	N/A	BRT	Public Transit
TK	6	N/A	BRT	Public Transit
TK	6	N/A	BRT/TOD	Public Transit
ON	6	N/A	bus rapid transit, BART connectivity/infill development	Public Transit
ON	6	N/A	COUNTY EMPLOYEE BUSES	Public Transit
ON	6	N/A	Dumbarton Rail	Public Transit
TK	6	N/A	Eco Bus Pass for youth	Public Transit
ON	6	N/A	Emeryville - Berkeley - Oakland Tram (EBOT)	Public Transit
ON	6	N/A	Emeryville - Berkeley - Oakland Tram (EBOT) - the last mile connection to BART, Amtrak	Public Transit
ON	6	N/A	Expanding Bus Service and Light Rail Service	Public Transit
TK	6	N/A	finding for expanding transit and making it more reliable	Public Transit
ON	6	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	6	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	6	N/A	Free Eco Student Bus Passes	Public Transit
TK	6	N/A	I don know what intelligent transportation system is about	Public Transit
ON	6	N/A	Improve and expand public transportation; reduce costs to riders	Public Transit
TK	6	N/A	improve travel time	Public Transit
ON	6	N/A	Improving AC Transit service	Public Transit
TK	6	N/A	Increase bus service	Public Transit
TK	6	N/A	increase bus, train and bart at transit hubs eg. union city intermodal station	Public Transit
ON	6	N/A	Increasing services and keeping fares low will make alternatives much more attractive to drivers	Public Transit
ON	6	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
TK	6	N/A	Maintain existing level of service	Public Transit
TK	6	N/A	maintain, extend transit services make it accessible, reliable	Public Transit
ON	6	N/A	Mission Blvd. shuttle from south Hayward to downtown Hayward (see answer to 5)	Public Transit
ON	6	N/A	more BART stations	Public Transit
ON	6	N/A	more bus service - especially transportation to BART stations	Public Transit
TK	6	N/A	MOre shuttles for local business and colleges	Public Transit
ON	6	N/A	more shuttles to major work locations	Public Transit
ON	6	N/A	more transit and less routes that are all divided up	Public Transit
ON	6	N/A	Oakland Streetcar	Public Transit
ON	6	N/A	Oakland Streetcar	Public Transit
ON	6	N/A	Oakland Streetcar connecting Jack London/Amtrak to Rockridge neighborhood	Public Transit
ON	6	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
TK	6	N/A	Public transportation	Public Transit
ON	6	N/A	Retore some version of the Key System and the Southern Pacific Red Trains.	Public Transit
ON	6	N/A	return the buses, but smaller, cheaper to operate versions	Public Transit
ON	6	N/A	Run AC Transit routes to and from BART, instead of paralleling these routes. Wasteful to copy routes.	Public Transit
ON	6	N/A	sather gate to jack london square light rail line; depressing the Main Line, rationalizing the AC Transit routing structure	Public Transit
TK	6	N/A	Shuttles to schools and jobs with excessive amounts of staff.	Public Transit
ON	6	N/A	Street Cars	Public Transit
ON	6	N/A	The 1 R is great, but maybe more express bus routes along some of the highways, particularly along I-580 which is far from the BART lines?	Public Transit
TK	6	N/A	Transit	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	6	N/A	Transit needs to be safer and more reliable. I don't take the bus because the bus near me doesn't keep its schedule, not even close!	Public Transit
ON	7	N/A	Abolish low-use bus routes in favor of discount transit vouchers for taxicabs.	Public Transit
TK	7	N/A	AC Transit	Public Transit
ON	7	N/A	AC Transit Night Owl bus service: If I can't take a bus when I need to travel at night, then my wife and I will buy cars.	Public Transit
TK	7	N/A	AC Transit operating	Public Transit
ON	7	N/A	AC Transit reliability is a serious problem and has made the system virtually unusable.	Public Transit
ON	7	N/A	BART	Public Transit
TK	7	N/A	BART and Busses	Public Transit
ON	7	N/A	BART to Livermore	Public Transit
ON	7	N/A	BART way over priced	Public Transit
ON	7	N/A	Broadway street car, MacArthur BRT, Capitol Corridor	Public Transit
TK	7	N/A	BRT	Public Transit
TK	7	N/A	Bus stop improvement program	Public Transit
ON	7	N/A	Bus that goes to Thornhill and Pinehaven	Public Transit
ON	7	N/A	Clean up BART; it is so dirty I have stopped using it	Public Transit
TK	7	N/A	Cleaner BART stations and trains	Public Transit
ON	7	N/A	Dumbarton Rail	Public Transit
ON	7	N/A	Expanding BART frequency and hours of operation	Public Transit
ON	7	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	7	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	7	N/A	improving the AC Transit operation	Public Transit
TK	7	N/A	Increase improve public transportation	Public Transit
TK	7	N/A	Invington Bart	Public Transit
ON	7	N/A	Keep BART on 580 ... it will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	7	N/A	Keep the buses and BART operating smoothly and efficiently.	Public Transit
ON	7	N/A	Longer hours needed: Transit should start earlier, end later (esp. on weekends)	Public Transit
ON	7	N/A	Look into right sizing transit systems and reducing manpower costs to provide these services.	Public Transit
TK	7	N/A	maintaining operating existing transit services	Public Transit
ON	7	N/A	Make BART and BART stations safer.	Public Transit
ON	7	N/A	more frequent bus service as I'm spending money on taxis when I don't have time to wait for bus 25	Public Transit
ON	7	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
ON	7	N/A	please stop cutting AC Transit!	Public Transit
ON	7	N/A	Provide a better quality and safer bus services.	Public Transit
ON	7	N/A	rebuild the railroads	Public Transit
ON	7	N/A	Re-open BART underground station bathrooms	Public Transit
TK	7	N/A	Repair buses	Public Transit
ON	7	N/A	Restoration of AC Transit cuts	Public Transit
ON	7	N/A	restoring on-going transit service cuts and making transit affordable	Public Transit
ON	7	N/A	Restoring service/route to pre-2010 levels	Public Transit
ON	7	N/A	The bus services have been cut, cut, cut, and fares keep increasing--the buses are the first, most vital link to other transit (BART, train stations, airports, etc.)	Public Transit
ON	8	N/A	BART to Livermore	Public Transit
TK	8	N/A	BRT/TOD	Public Transit
ON	8	N/A	Connecting Rockridge BART via Broadway Terrace to Montclair.	Public Transit
TK	8	N/A	connection between transit hubs	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	8	N/A	Dumbarton Rail	Public Transit
ON	8	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	8	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	8	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	8	N/A	Frequent (every 10-15 minutes) Smaller shuttles along main corridors to downtown markets, schools will serve everyone better	Public Transit
TK	8	N/A	improving transportation	Public Transit
ON	8	N/A	Increase AC Transit resources, improve bus schedules on weekends, good for many and could increase use of buses if they were for the many rather than target customers. When I lived in London, nearly EVERYONE took buses and they were efficient, clean, and friendly.	Public Transit
ON	8	N/A	Make Public Transit more reliable.	Public Transit
ON	8	N/A	more bicycle lockers at BART, or better bike security AND insurance for loss	Public Transit
ON	8	N/A	MORE BIKE LOCKERS AT FREMONT BART STATION	Public Transit
TK	8	N/A	within southern and eastern alameda county as these are less dense areas with an inadequate transit system (i.e. frequency, area covered, etc)	Public Transit
ON	9	N/A	Added trans. service need to be efficient -ie BART to Livermore; not bus routes into neighborhoods	Public Transit
TK	9	N/A	Allowing private transit service to complete and provide as feeder to public agency transit route in place	Public Transit
ON	9	N/A	BART service across the bay on a 24-hour basis	Public Transit
ON	9	N/A	BART SHOULD BE NEARLY FREE -LIV. FIRST TO PAY-LAST TO GET IT	Public Transit
ON	9	N/A	BRING BART ALONG 580 TO THE ALTAMONT PASS	Public Transit
ON	9	N/A	Broadway street car, MacArthur BRT, Capitol Corridor	Public Transit
ON	9	N/A	Build BART infill stations and implement smart growth development around transit hubs like Lake Merritt BART TOD	Public Transit
ON	9	N/A	develope a transit system that is a pay as you go system	Public Transit
ON	9	N/A	do more smart building as hayward has done and is planning around bart stations	Public Transit
ON	9	N/A	Extend BART from Pleasanton to Tracy, Extend Bart from Pleasanton to San Jose.	Public Transit
ON	9	N/A	Fast, frequent, wifi-equipped commuter shuttles equivalent to what companies like Google provide.	Public Transit
ON	9	N/A	Faster, better connecting transit service throughout the Bay Area	Public Transit
ON	9	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	9	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	9	N/A	having public transit communicate better with each other	Public Transit
ON	9	N/A	how are mothers with young children and/or older people supposed to get on the bus to go shopping and then try to get home with ten bags of groceries?	Public Transit
ON	9	N/A	I don't think this is practical until the crime problems are solved.	Public Transit
ON	9	N/A	If you build it, they will come!	Public Transit
ON	9	N/A	Improve speed of transfer between transit systems.	Public Transit
ON	9	N/A	insuring safety on transit services	Public Transit
ON	9	N/A	Keep BART on 580 ... it will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	9	N/A	Keep BART on 580 to Livermore, Add plenty of parking structures at Greenville and Isabel.	Public Transit
ON	9	N/A	light rail	Public Transit
ON	9	N/A	LOCATING AREAS OF EMPLOYEES AND HAVING TRANSPORTATION FOR THOSE AREAS	Public Transit
TK	9	N/A	Making public transit safer/ convenient	Public Transit
ON	9	N/A	Making public transportation safe and easier access	Public Transit
ON	9	N/A	more flexible transit ticketing (day passes costing = 2 x one-way ticket)	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
TK	9	N/A	More timely transit	Public Transit
ON	9	N/A	need more high speed public transit	Public Transit
TK	9	N/A	Reduce cost of transit with "Eco Pass"	Public Transit
ON	9	N/A	reduce passenger fares	Public Transit
ON	9	N/A	Re-organize public transportation. Buses break down all the time and are filthy	Public Transit
TK	9	N/A	secure safety on public transportation	Public Transit
ON	9	N/A	See #6, as above: TaxiBus systems, operated by GPS / computer dispatch will soon replace bus systems everywhere.	Public Transit
ON	9	N/A	Street Car system connected to existing BART system	Public Transit
TK	9	N/A	Transportation	Public Transit
ON	9	N/A	Transit should be expanded only where density exists to support it and cities rewarded for increased density with better transit service	Public Transit
TK	10	N/A	1) Safe/sustainable water taxi Oakland/Alameda. 2) Better bus connectivity between East Bay and South Bay.	Public Transit
ON	10	N/A	1. Free Eco Buss pass for students in Alameda County. 2. Restoring service cuts and operations made to AC transit since 2009	Public Transit
TK	10	N/A	4 hour transfers	Public Transit
ON	10	N/A	AC Transit fares are scheduled to rise *again,* and the service cuts have not been reinstated, and weekend service is at risk--the poor, disabled, elderly, and those trying to reduce their driving rely on the bus to get them around and to other transit (BART, trains, airports, etc.)--also, the transbay bus service is vital, because Bart doesn't go everywhere, and if you take the bus to Bart to get in to the City, you're paying "two* fares, but if you can hop on a transbay bus from your neighborhood, you pay "one* fare. Also, the transbay bus is the only way to get a bike into the City in the hours surrounding rush hour--bikes are prohibited from using Bart to get into SF from the East Bay during those hours. If you want transbay commuters to keep their cars off of the roads, increase the bike carrying capacity of transbay bus service.	Public Transit
TK	10	N/A	AC Transit service and price lower!	Public Transit
TK	10	N/A	add pick up service to areas that have no regular bus or transportation (like flex) service	Public Transit
ON	10	N/A	Additional program: I think free passes for children and youth (up to age 25) should be issued. Children and youth are students, or they almost always have low-paying jobs if they have jobs. While some youth in their early 20s have plenty of money, the great majority do not, and it's hard to impose means testing without losing customers. Young people who form the habit of transit use while under age 25 will benefit in the short term and will continue being transit users by choice later in life. (Although I responded to your question that I drive more than any other mode of travel, I walk almost as often as I drive, and I use transit, especially A C Transit, regularly. I live in a part of the Oakland flatlands that is relatively well served by A C Transit, although cutbacks in the past year have affected me, as they have so many others.)	Public Transit
ON	10	N/A	Again - Free Eco Bus Passes for Alameda County youth	Public Transit
ON	10	N/A	As a resident of the Uptown district in Oakland, I see that the Broadway Shuttle has brought some benefits to the Oakland areas it serves. I believe that redevelopment of business along Broadway, and increased interest in Jack London Square can be achieved with the support of the Broadway Shuttle. I think it's important to stimulate and improve ridership on it, extend the hours into the late evenings on Fridays and Saturdays, to serve the bar and club patrons in downtown Oakland and give them a ride back to BART or AC Transit line transfer stations and stops. I hope that funds for a Streetcar running along the Broadway route can be attained to then upgrade the shuttle into a streetcar, which can make Oakland's Victory Court site a more attractive location for building a new A's ballpark, which along with the Streetcar can stimulate business development in Oakland and bring more revenue to our cash-strapped city. I would then hope that the new jobs in Oakland can attract more commuters from nearby cities in the East Bay, and that the planned BRT lines can provide a higher standard of service in moving workers efficiently into downtown Oakland.	Public Transit
ON	10	N/A	As stated previously, reducing the cost of public transit (particularly, AC Transit bus rides).	Public Transit
ON	10	N/A	B.R.T.	Public Transit
TK	10	N/A	BART extensions to san Jose from both east bay and peninsula	Public Transit
ON	10	N/A	BART has been in the works to come to Livermore for the past 30+ years and it's about time that our tax dollars are put to use.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	BART is for traveling between cities. Buses are often mostly empty. Smaller, alternative fuel shuttles that are more frequent (10 minutes) and get you from major intersections in neighborhoods to BART, downtowns, colleges and shopping centers. Make it more logical to use transit then drive.	Public Transit
ON	10	N/A	BART TO ALTAMONT PASS VIA 580. NOT TO DOWNTOWN LIVERMORE!	Public Transit
TK	10	N/A	BART to downtown Livermore	Public Transit
TK	10	N/A	BART to Livermore	Public Transit
ON	10	N/A	bart to livermore needs to be built now the way it was planned the money they would spend and lawsuits for bring it to downtown livermore they could bring a 3 station closer to Tracy and get more cars of 580 the top of the altamont would make a great 3 station with parking for people coming in from the valley and it is also close to tie it in with the altamont train to san jose	Public Transit
TK	10	N/A	Better fares longer time for transfers on bus / more free shuttles Alameda to Fruitvale	Public Transit
ON	10	N/A	big emphasis on transit oriented development	Public Transit
ON	10	N/A	Broadway Shuttle (+new routes, Piedmont Avenue); East Bay BRT (International/Telegraph & MacArthur); East Bay Greenway; Transit Oriented Development at BART stations and along International; Cycle Tracks; Expanded Amtrak Capitol Corridor & San Joaquin service; Infill BART stations (98th Avenue & especially San Antonio); New service to Oak to Ninth & new Oakland A's ballpark; Downtown San Leandro Capitol Corridor station; Clearer & simpler AC Transit routes and better connectivity to BART	Public Transit
ON	10	N/A	Broadway street car, more light rail, more BART and more service on the capitol corridor	Public Transit
ON	10	N/A	BRT on Telegraph, International Boulevard, and other major corridors.	Public Transit
ON	10	N/A	bus passes for students	Public Transit
TK	10	N/A	Bus rapid transit on MacArthur or W Grand/ downtown Oakland streetcar Performance measures - projects that attract more riders should have priority	Public Transit
TK	10	N/A	bus to once again go down valley ave would be appreciated	Public Transit
TK	10	N/A	Buses for field trips for schools	Public Transit
TK	10	N/A	City specific shuttles	Public Transit
ON	10	N/A	Cleaner buses, BART cars	Public Transit
ON	10	N/A	Cleanliness of Transit Restrooms. I used the Men's room at the East Dublin Station last week. The condition was unacceptable. Backed up toilet, Hand-wipes on the floor, urinal dirty. I realize that it is difficult to maintain these facilities through out the system. Would BART consider a company that provides a daily service? I.E., contract employees that travel by BART to each station and use on-site cleaning supplies to maintain the restrooms.	Public Transit
ON	10	N/A	Competitive pricing! The only way more people are going to use public transit is if there are affordable monthly passes that provide the incentive to get comfortable with the system.	Public Transit
TK	10	N/A	Complete Bart to Livermore	Public Transit
ON	10	N/A	Congratulations for adding the Oakland Zoo to the 46 Line route. However, you should have made the Zoo route available on Saturdays and Sundays. Working parents without cars would then be able to create more interesting outings for their families. It would then be an incentive for businesses to offer family bus passes to their customers. It would be a good marketing tool for AC Transit, businesses, and the Oakland Zoo. Give it some thought!	Public Transit
ON	10	N/A	Connect AmTrak Capitol Corridor and ACT to the BART Platform in Union City	Public Transit
ON	10	N/A	creating a no hassle transit connector (monthly pass eg) that will allow suburban commuters like me who commute often to find and take advantage of transit opportunities across jurisdictions. (EG I travel from oakland to san mateo, with a changing daily schedule but there is no public transportation alternative for me and I am forced to be a single driver on the freeways and bridges.)	Public Transit
ON	10	N/A	Disaster preparedness strategies encompassing public transit options	Public Transit
ON	10	N/A	Dumbarton Rail	Public Transit
ON	10	N/A	ECO Bus Pasa for school students grades 6-12. Extending the use of transfers to 4 hours.	Public Transit
TK	10	N/A	Encourage, like us of shuttles to trasport people to work and main trasport facilities like BART	Public Transit
ON	10	N/A	Expand ferry service to San Francisco to include a mid day run from Harbor Bay.	Public Transit
ON	10	N/A	Expand the service to include light rail. Bus service is erratic and unreliable.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	Expanding and building a Portland-style streetcar system funded in great part by business improvement districts connecting key nodes of activity with highly reliable, zero emission vehicles would reduce the need for automobiles, encourage higher density along routes and provide for an interlinked network that feeds BART, the new ferry system and streamline the use of bus buses as shuttles and feeders to the system.	Public Transit
TK	10	N/A	Extend Bart to Livermore, need 3 stations. 1 airway 2 first street 3 vasco road	Public Transit
TK	10	N/A	Extending BART to Livermore	Public Transit
ON	10	N/A	Faster more frequent sf-east bay options and extended hours for these routes	Public Transit
ON	10	N/A	focus should be on transit and linking people to their major destinations. link work to residential. second, proven safety measures must be implemented to improved ridership.	Public Transit
ON	10	N/A	for increasing transit services in areas that don't currently have high capacity transit, we need to look at alternative transport i.e. smaller buses perhaps, more shuttles.	Public Transit
TK	10	N/A	Free bus passes for youth and low income residents, better bus service, keeping transit affordable to all, keeping areas with good transit affordable	Public Transit
ON	10	N/A	Free Eco Bus Pass for all students in Alameda Co. between 6th and 12th grade. Restoring service cuts and operations made to A/C Transit since 2009	Public Transit
ON	10	N/A	Free Eco Bus Pass for all students of Alameda County between 6th and 12th grade. Restoring service cuts and operations made to AC Transit since 2009. I am a green business owner who relies on Car Sharing, AC Transit and Bart. I am unable to rely on AC transit with the current level of service and must spend more money on car sharing	Public Transit
ON	10	N/A	Free Eco bus passes for students	Public Transit
ON	10	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	10	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	10	N/A	Get BART Station in downtown Livermore built.	Public Transit
ON	10	N/A	Go slow on Transit Oriented Development. I don't see why anyone would want to live next door to a train or bus station with all the resulting noise.	Public Transit
TK	10	N/A	Green and fun alameda county transportation Network-the worlds best, friendliest, compassionate	Public Transit
ON	10	N/A	High speed transit with local connectors should be the first priority of the whole San Francisco Bay Area. Working on the problem locally with bicycle paths and walkways is quaint for recreation events but it does not solve the transportation problem for a complex interconnected society. Don't try to solve the problem alone, work with the other Bay Area Counties to develop a interconnected solution to the real problem. We not longer live in isolated villages - it is a world economy and the Bay Area is a major player. I am not going to walk to work.	Public Transit
ON	10	N/A	Historically Oakland had an amazing street car system. Bring it back it will improve our city in myriad ways!	Public Transit
ON	10	N/A	I believe restoring AC Transit service that has been cut since 2009 is crucial to the success of our communities and I support providing all 6th-12th grade high school students with Free Eco Bus Passes.	Public Transit
ON	10	N/A	I believe that many people would use AC Transit if it were a reliable system. It is very unpredictable, and has driven me to drive.	Public Transit
ON	10	N/A	I don't know why you limit increasing services to areas that don't have "high capacity" I think you just need to expand services to more areas. Many areas do not need "high capacity." Even if they look like "corridors" if they are through residential districts you do not want to destroy the quality of life in the residential neighborhood in order to support "high capacity" transit.	Public Transit
ON	10	N/A	I live off of Calaroga in Hayward. When we moved in they had transit service on that street...(see "Additional Comments #3" for full comment, which is too long to fit in this spreadsheet.)	Public Transit
ON	10	N/A	I love public transit but it is not convenient to my home. And it has gotten very expensive for slower service.	Public Transit
ON	10	N/A	I prefer to get around on the bus system. I have turned to BART or casual carpool or driving my personal vehicle when service has been infrequent, unreliable or non-existent. I am willing to pay more taxes for better service - or even just to keep the inadequate system we have.	Public Transit
ON	10	N/A	I really like the idea of an Oakland streetcar.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	I think that improvements could be made on BART. Bart trains inside could use a good cleaning. Also the cost of BART is high. If I have friends in from out of town and we all want to go to SF, it would be fun to take BART but the cost would be almost \$50 for 5 people. For families, it's much cheaper to drive and even pay for parking	Public transit
ON	10	N/A	If we could regain the; A; any ? Route from Pleasanton to Walnut Creek - Light Rail, BART. Unfortunately the old Iron Horse Trail may have been lost to pedestrians & bikers; this is a wonderful trail and enjoy biking on it. Soooo ? what alternative? Up the Middle of 680 with BART. That's what we were told when the Iron Horse Trail was given up. Thank You	Public Transit
ON	10	N/A	Improvements of the stations outside lighting, and accessibility.	Public Transit
TK	10	N/A	improving existing transit services to outlying areas of the county.	Public Transit
ON	10	N/A	In-city bus service is only useful if it is efficient. As it stands, the funds would be better focused on reducing highway congestion. As an example, my current 10 minute drive to my company shuttle would take 2.5 hours and require me to walk 1 mile each way if I used the city bus system.	Public Transit
ON	10	N/A	Increase BART service to those areas that actually use it outside of peak hours, i.e. Downtown Berkeley to San Francisco. Integrate BART with Bus Service, rather than treating it like a competing service. Stop wasteful spending on projects like the Oakland Airport Connector train.	Public Transit
ON	10	N/A	Increase public transit opportunities and reduce costs to riders to encourage use	Public Transit
ON	10	N/A	Integrate public transit in East Alameda County (Dublin/Pleasanton/Livermore) for easier and reliable connections to West Alameda County (Oakland/Berkeley) and beyond.	Public Transit
TK	10	N/A	Investigate rail in the area since there is money available now	Public Transit
ON	10	N/A	IRVINGTON BART STATION	Public Transit
ON	10	N/A	It is important to consider transit frequency outside of a narrow range of commute hours. Many of us find that we need to work earlier and later than the old 9-5 schedule, and service becomes so infrequent that it encourages driving. Also - in today's economic environment, it is important that we ensure that the least affluent have access to public transit - through restoring service cuts over the past few years.	Public Transit
ON	10	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems. Putting a station into 'downtown' Livermore isn't cost effective and will not remove traffic from 580. People aren't going to BART into Livermore, we want to BART to San Francisco, Oakland, San Jose ... places where the jobs are. Livermore has bus transportation which could be used to move people to and from 580 BART stations. There isn't room in Livermore for the kind of parking that would be needed for a station in town.	Public Transit
ON	10	N/A	KEEP BART ON 580 not through towns!	Public Transit
ON	10	N/A	Keep BART on the 580, not going to downtown Livermore. The main goal was relieving traffic congestion for commuters from the valley, and I think that point was lost when it is now considering movement to downtown. We don't need BART running downtown, have a shuttle service to the Transit Station.	Public Transit
ON	10	N/A	Keep the current modes of public transportation safe and clean	Public Transit
ON	10	N/A	Linking Bart to Ace Train	Public Transit
ON	10	N/A	Links between transit - buses to BART, safety on buses and at BART stops, incentives like fare differences in peak vs non-peak hours, teaching kids on buses manners!	Public Transit
ON	10	N/A	Look at traffic counts - it's unfortunate a light rail-BART type plan got abandoned from Pleasanton to Walnut Creek up the San Ramon corridor.	Public Transit
TK	10	N/A	Make public transportation inexpensive and easy to use	Public Transit
ON	10	N/A	Mass Transit is a good idea, but at the right price. BART to Livermore will reduce traffic, however BART should be kept on the 580 route - out of downtown and out of residential areas. BART has not effectively addressed the concerns of many homeowners like myself who live near proposed stations and access roads.	Public Transit
TK	10	N/A	More AC Transit service	Public Transit
ON	10	N/A	More reliable bus service, expansion of bus service	Public Transit
ON	10	N/A	More shuttles from different places to BART. A.C. bus service is unreliable and services and cut every time, routes are changed. A.C. IS MOST UNRELIABLE. RUDE BUS DRIVERS. have been using bus services for 25 years.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	More support services for transportation workers including emotional support. It seems like a very high-stress job and when they get frustrated, everyone feels the impact.	Public Transit
ON	10	N/A	Need to connect BART and ACE in both Fremont and Livermore, and run more frequent ACE train service, including counter-commute and off-peak trains.	Public Transit
ON	10	N/A	Oakland Broadway Streetcar. International / Telegraph BRT, MacArthur Blvd BRT, Grand Avenue BRT	Public Transit
ON	10	N/A	Oakland Streetcar and improvements to the MacArthur BART station are incredibly important.	Public Transit
ON	10	N/A	Oakland Streetcar and BART infill station in Oakland!	Public Transit
ON	10	N/A	Oakland Streetcar, -Broadway Shuttle, -International Blvd. TOD-Streetscape Plan, -BART station TOD projects (MacArthur, West Oakland, Coliseum, Lake Merritt), -Infill BART Station in Oakland's San Antonio district, -MacArthur Blvd. Bus Rapid Transit	Public Transit
ON	10	N/A	Oakland Streetcar, International Blvd. TOD-Streetscape Plan, BART station TOD projects (MacArthur, West Oakland, Coliseum, Lake Merritt), Infill BART Station in Oakland's San Antonio district	Public Transit
ON	10	N/A	Paint or do something to improve the looks of the Pleasanton BART Station which now looks like an old abandoned grain shed.	Public Transit
ON	10	N/A	Please keep BART on 580 where it belongs.	Public Transit
ON	10	N/A	Please, please fund better training for the public bus drivers. They are the on the front line of the public transit experience, which we want to be a good experience so that more people will choose to take the bus rather than drive. The training needs to highlight the following: 1. The better the experience that riders have, the more likely the bus drivers will have a job in the future (i.e., more riders = more driving jobs). When I take the extra effort to take the bus rather than drive, and then a driver pulls away from the bus stop as I'm running to catch the bus, it makes me want to get back in my car. 2. Good transit systems must work in parallel with bicyclists and pedestrians. I am finding that most (but not all) bus drivers are considerate of pedestrians, but I have seen appalling and incredibly dangerous behavior toward bicyclists trying to share the road. While I know it's difficult for the bus drivers to have to slow down because they are trying to stay on schedule, they need to remember that they are driving a gigantic vehicle that could easily kill a cyclist.	Public Transit
ON	10	N/A	programs to improve the safety of transit passengers and workers. The only way people will be encouraged to use public transit is if they feel safe while using it. It is equality important that bus stops, bus coaches, BART stations, and BART trains are clean.	Public Transit
ON	10	N/A	Projects that help increase the speed of buses by excluding them from general traffic	Public Transit
ON	10	N/A	Provide free ECO student bus passes so Junior High school and senior high school students who aren't truant can go to school.	Public Transit
ON	10	N/A	Providing BETTER transit options not jsust increased service, light rail, cable cars, commuter rail for example BRT on five or ten corridors, including MacArthur BRT, Broadway street car. Increased Capitol Corridor service as often as BART	Public Transit
ON	10	N/A	Public transit is a mess - you often have to navigate 2 or more systems and they don't play well with one another and it gets rather expensive to do so. also, there is little late night service and often that would be the preferred option to driving (why take public transit when it will cost up to twice as much as the toll and gas and take 4 times as long?)	Public Transit
TK	10	N/A	putting service back	Public Transit
ON	10	N/A	Restore AC Transit service to 1986 levels. Thank you.	Public Transit
TK	10	N/A	safety and hygiene of the vehicle. wait time less than 10-15 mins during main travel times of the day	Public Transit
ON	10	N/A	Safety at public transportation stations. Too much violence and property damage.	Public Transit
ON	10	N/A	safety on public transportation. i tried taking the bus and BART. it cost too much, there was a fight on the bus and it took me 2 hrs to get to my destination vs. 10 minutes in the car.... its just easier to drive.. it could be helpful in work hours were arranged differently....earlier or later or sharing offices with other folks	Public Transit
ON	10	N/A	Scrap the airport connector BART	Public Transit
ON	10	N/A	Selfishly perhaps, after being mugged walking home to Lake Merritt from the 19th Street BART, a shuttle service from BART directly to my building on 19th and the lake and to the other nearby large apartment houses.	Public Transit
ON	10	N/A	Shuttle service in Berkeley that would, by mirroring the Emeryville GoRound, make it easy for BART passengers to continue on public transit from the three Berkeley BART stations to most or all neighborhoods of the city.	Public Transit
ON	10	N/A	Shuttle service in cities like Albany that do not have a BART station.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	So called transportation is over priced, poorly designed, not efficient. I live in Pleasanton. By the time I find parking at BART, pay for parking, get up the stairs, wait for the train I can be more than halfway to SF.	Public Transit
TK	10	N/A	Spare air day is a good incentive. Or something similar, for teens that walk usually	Public Transit
ON	10	N/A	Street cars!	Public Transit
ON	10	N/A	Streetcar/Light Rail in Downtown Oakland	Public Transit
ON	10	N/A	Streetcars.	Public Transit
TK	10	N/A	That A.C. should have counselor for stress.	Public Transit
ON	10	N/A	That the AC Transit bus #31 should continue service during the week as well as on the weekends. This is the only mode of transportation for the majority of the residents and the citizens who commute to work at Alameda Point.	Public Transit
ON	10	N/A	The County should discourage AC Transit from pursuing the BRT line ... at least at the San Leandro end of the line. It is duplicative, doesn't meet existing needs in San Leandro, and will do nothing to get people out of their cars in San Leandro. The existing bus line down E. 14th Street isn't functioning at even 50% capacity, and there should be more cross town small connector buses to increase line usage that way. The BRT proposal is unnecessary, will do nothing to relieve traffic congestion, and doesn't speak to the real needs of either low income users or the people who live in residential areas bordering the BRT line. Re-think, please! and spend those dollars elsewhere!	Public Transit
ON	10	N/A	The free green shuttle bus downtown. A streetcar downtown (oakland) like in SF	Public Transit
ON	10	N/A	The Oakland Airport Connector should "NOT" be a priority for anyone -- it's a waste of money. In the future if demand requires it, build an extension like the one to SFO; in the mean time improve AirBART with a BRT plan.	Public Transit
ON	10	N/A	The Oakland Streetcar project, The Oakland Coliseum TOD project, Telegraph-International Blvd Bus Rapid Transit and TOD projects, MacArthur, Coliseum, West Oakland, and other Bart Station TOD projects, MacArthur Blvd Bus Rapid Transit	Public Transit
ON	10	N/A	There is a STRONG need for access to better food options. There are huge areas in East and West Oakland that have either NO grocery stores, or just one for an entire area. They are typically not very accessible by public transit. For people without cars sometimes the only option is the liquor store on the corner. There should be shuttle services to grocery stores!	Public Transit
TK	10	N/A	Trans Bay Service	Public Transit
ON	10	N/A	Transportation routes in Berkeley seem to primarily cater to the campus/immediate downtown vicinity. Living just north of Cal campus, and working in North Berkeley, I was shocked to find that there is no bus route that even nearly serves this route; consequently, my only option to biking is to get in my car. A better, wider transit network would be helpful. Also, policies that promote higher-density housing in Berkeley/Albany neighborhoods outside the immediate downtown area would support the necessary ridership for these extended networks.	Public Transit
ON	10	N/A	Vinyl seats on Bart so they can be cleaned everyday.	Public Transit
ON	10	N/A	We need to make what we have work better and connect better throughout the cities that are served. BART is a great system but it reaches limited areas of the East Bay. We need a system that will make the "last mile" connections and encourage people to use the transit systems we have. I have recently been injured and cannot drive or bike. Getting from Dr. appointments in eastern Berkeley and Oakland to my home in Emeryville has been difficult at best.	Public Transit
WK	N/A	Hayward 3/9	8 March 2011, Letter to Will Gimpei, California High-Speed Rail Authority: In the February 2011 Preliminary Alternative Analysis Report "Altamont Corridor Rail Project" ... (see "Additional Comments #2" for full comment, which is too long to fit in this spreadsheet.)	Public Transit
WK	Needs	Oakland 2/24	AC transit operations funding to restore lines, improve service, meet needs of more people - evenings, weekends. Transit (if/legible) to go to school - youth bus pass so that children/youth have a way to get to/from school. Operations over new capital projects.	Public Transit
WK	Needs	Oakland 2/24	Better bus services - needs to be more frequent, reliable and have better coverage. Comfortable, safe bus stops in all communities.	Public Transit
WK	Needs	Oakland 2/24	ECO Bus Pass for 6th through 12th grade for all students in the County irrespective of the financial status of their parents or guardians. Alameda County is an "At Will" county for attendance in high schools out of their immediate neighborhoods. This relegates many good students in impoverished areas to virtual segregation where they are forced to go to schools with lower academic.	Public Transit

Source	Question Answered	Mtg	Comment	Transportation Need Category
WK	Needs	Oakland 2/24	Eliminate making 2 lines out of what was effectively one (e.g.: #51). Expansion based on an in-depth household needs/use district-wide study - this would result in expansion of use by never before users. And also note - expansion is not an either/or issue; sometimes a bus ride gets you there more effectively than a car - but not always!	Public Transit
WK	Needs	Oakland 2/24	I am a Transit Dependent Rider. I use the bus to get to and from work, and to all personal and social meetings. I make a wage below the national low income measure and depend on reliable and affordable transportation. Expansion is not in my interest when the current service I use is inadequate.	Public Transit
WK	Needs	Oakland 2/24	I do not have a private vehicle or bicycle. Walking and public transit are how I get around. Priorities: 1) Service restoration; 2) transit affordability; 3) maintenance; 4) expansion.	Public Transit
WK	Needs	Oakland 2/24	I'm retired and will need to get rid of my car and use the bus more to get around <u>but</u> the service cuts are making the bus so inconvenient.	Public Transit
WK	Needs	Oakland 2/24	More time on transfers (4 hours) and multiple uses not one. Eco Bass Pass funded for students.	Public Transit
WK	Needs	Oakland 2/24	Most important - transit service #1. Routes and times I can rely on, day and night. I'm a senior. Costs are reduced for me. I'm willing to pay a little more. #2 - Good connections between the East Bay and SF. I'm using the Clipper Card and that makes traveling easier. #3 - Clean buses and trains.	Public Transit
WK	Needs	Oakland 2/24	Needs - 1) Students to get to school of their family's choice; 2) improved bus service so people can get to school, work, doctor, shopping; 3) clean air - with improved service more people will take the bus; 4) no more expansion over open space; inflill.	Public Transit
WK	Needs	Oakland 2/24	Transit affordability should have high priority	Public Transit
WK	Other	Hayward 3/9	Safety is an important issue regarding AC Transit and BART. An escort service could be an incentive policy and plan. A most important issue!	Public Transit
WK	Other	Oakland 2/24	The new BART station (West Dublin) hasn't done anything to relieve congestion that comes from the east.	Public Transit
WK	Projects/Programs	San Leandro 3/16	1) Restoring of service in the community; 2) reducing the cost/fare; 3) free student passes.	Public Transit
WK	Projects/Programs	Oakland 2/24	4 hour multi-use transfers. EcoPass. Transit restoration. Transit affordability.	Public Transit
WK	Projects/Programs	Hayward 3/9	Ask AC Transit to look and examine the use and need for smaller buses in non-peak times.	Public Transit
WK	Projects/Programs	Hayward 3/9	Continue to serve areas for low-income with routes that have gaps.	Public Transit
WK	Projects/Programs	Oakland 2/24	ECO Bus Pass. Increased AC Transit bus service in frequency and duration.	Public Transit
WK	Projects/Programs	Oakland 2/24	Eco pass for the youth	Public Transit
WK	Projects/Programs	Dublin 3/24/11	EI Charro extension to Stanley. BART to Livermore	Public Transit
WK	Projects/Programs	San Leandro 3/16	Emeryville and Berkeley - Oakland Tram (EBOT). This project will connect MacArthur BART to Emeryville Amtrak Station and continue on to West Berkeley.	Public Transit
WK	Projects/Programs	Hayward 3/9	Expand coverage of BART network to be able to travel around SF (more lines needed). It also serve the entire Bay Area, including suburbs.	Public Transit
WK	Projects/Programs	Oakland 2/24	Youth Bus Pass. Free transfers for 2-4 hours.	Public Transit
ON	5	N/A	Funding AC Transit operations to restore lost service	Public Transit/Transit Funding
ON	6	N/A	Provide one time (up to a month) free transit pass so people can try public transit and then many will self select and use it more or even exclusively in the future.	Public Transit; Other Needs - Reduce Driving
TK	4	N/A	Balance budgets- then expand Spruce	Public Transit; Transit Funding
TK	4	N/A	Fund AC Transit with more money so they won't have to continue to make cuts and raise fares!!!	Public Transit; Transit Funding
ON	4	N/A	Make sure AC transit uses the funds properly	Public Transit; Transit Funding
ON	4	N/A	need to fund transit operations and restore and expand services	Public Transit; Transit Funding
TK	4	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	4	N/A	Supplement BART Fare	Public Transit; Transit Funding
TK	5	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	6	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	6	N/A	require all new housing to fund transportation & public trans options, outreach, etc.	Public Transit; Transit Funding
TK	7	N/A	AC Transit service is horrible. Come up with a strategy to maintain services already existing.	Public Transit; Transit Funding
TK	7	N/A	Provide more funding for the buses	Public Transit; Transit Funding
ON	10	N/A	BART and bus fare should be greatly reduced, perhaps subsidized by the state so that there is more incentive to use public transportation. Students should be able to ride both for free.	Public Transit; Transit Funding
TK	10	N/A	BART extension to Newark. Dumbarton rail funding	Public Transit; Transit Funding

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	BART must be forced to accept AC local passes for travel within duplicate service areas. No new parking lots should be allowed and existing ones taxed to disincen usage with all proceeds directly to transit services.	Public Transit; Transit Funding
TK	10	N/A	buses unsafe and uncomfortable. direct transit funding to a more constructive future use	Public Transit; Transit Funding
ON	10	N/A	Continued support for BRT in San Leandro and Oakland (and ideally Berkeley too). - Fixed-route transit (streetcar or similar) down Broadway in Downtown Oakland connecting to MacArthur BART, ideally with a commuter garage of some sort there as well to disincentivize driving into Downtown Oakland. - Long-term strategies for helping transit agencies remain solvent while maintaining service levels; transit cuts are resulting in lost riders.	Public Transit; Transit Funding
TK	10	N/A	Free Eco Bus Pass for 6th-12th grade youth. Increased operation funds for AC Transit.	Public Transit; Transit Funding
TK	10	N/A	Funding for transit operations (specifically AC Transit) and maintenance of roads, sidewalks, bike paths, walk ways and stair ways. We need to maintain what we have before building new projects that we cant maintain.	Public Transit; Transit Funding
ON	10	N/A	HSR through the Altamont Pass means: immediate mprovement to entire Bay Area economy, instead of just San Francisco only; funding for HSR through the Bay Area can instead be redirected to immediate improvements to BART, including upgrading "Oakland Wye," converting to Express BART to assure faster times between major stops; creation of "Grand Central Station" at Union City or Coliseum with BART as primary "feeder"; and such redirection of funds also assures that BART to San Jose can be completed sooner.	Public Transit; Transit Funding
ON	10	N/A	Look at public/private partnerships for transit. The Emery-Go-Round provides a great model.	Public Transit; Transit Funding
TK	10	N/A	Looking at funding inequities amond agencies, such as BART vs AC Transit. (BART seems to be favored by MTC, in teh funding goal/ allocations	Public Transit; Transit Funding
ON	10	N/A	Making sure AC Transit does not cut or reduce any more lines, and restores those lines that have been cut/reduced in recent years. Changing the mind-set of transportation planners and elected officials -- away from large, capital-intensive capital projects (i.e., OAC); and toward small, O&M-intensive programs, i.e., increased AC Transit service at reduced cost to the fare-payer.	Public Transit; Transit Funding
ON	10	N/A	Mass Transit has to be the way of the future. BART is a great start and it needs to be expanded. BART needs to run right in the middle of Hwy 80 from Oakland all the way up to Vallejo. Those people HAVE to get out of their cars. That freeway is a mess during commute times and Heaven forbid there is an accident. What the REAL ISSUE is, is that there are TOO MANY people in California and TOO MANY cars in California as well. Our City, County, State and Federal roads can no longer support the amount of people driving every day. Mass transit by bus, BART, CalTrain, etc has to grow and grow every year. Holding back is not the answer.	Public Transit; Transit Funding
ON	10	N/A	Please further fund and maintain services for AC Transit.	Public Transit; Transit Funding
ON	10	N/A	Provide funding for a free bus pass for all middle-and-high-school students in Alameda County	Public Transit; Transit Funding
TK	10	N/A	Supplement BART fares for commuters	Public Transit; Transit Funding
ON	10	N/A	The proposed Oakland Broadway streetcar line would go a long way towards promoting broader use of public transportation among those who would usually drive, increasing connectivity between existing transit systems and promoting economic activity along the Broadway corridor. Finding funding for this project should be a priority.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	1. An Eco Bus Pass for students which would cost about \$15 million/year. This would help with Green House Gas emissions and truancy problems in Alameda Co. 2. Restoration of AC Transit budget cuts/service cuts. I'm not sure when the cuts were made but when I came to Alameda County in 1999 the service was much better than it is today. Today, many people who can't afford a car can't reliably get to work and appointments. This is unacceptable when we have so much money going to BART and other rail transport.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	AC bus services that have been cut and reduced causes problems moving around the Bay Area, especially the East Bay. If some of the capital funds could be re-allocated into operations some of the cuts could be restored. The transfers need to be good for 3 to 4 hours instead of two hours.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	Alameda CTC should have an ongoing study of other systems in other states (and all of California) and other countries. This should be a full time position - maintain internet links to other transit organizations and pulling together and presenting the best ideas and projects that actually work. Then extracting the best parts that might work in our county, and reporting these multiple times a year.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	Funding for operations and maintenance for public transit. Specifically to restore cuts, provide multi-use transfer and free eco pass for students 6-12 grades.	Public Transit; Transit Funding

Source	Question Answered	Mtg	Comment	Transportation Need Category
WK	Needs	Hayward 3/9	My focus on transportation related needs is low-income community with children or without children. I was a former MTC Minority Citizen Advisory Committee for 6 years as of 2010. Our focus was on minorities and low-income communities. With the cuts to AC Transit and other routes have had a big huge impact in this aspect.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	Operating funding for AC Transit to restore the service cut last year. AC Transit is essential to large numbers of transit dependent people in Oakland. It would help Alameda County meet SB375 requirement and create jobs. Funding for a free Eco Bus Pass for students between 6th and 12th grade to reduce truancy. Increase funding to Oakland Unified School District, and reduce greenhouse gases. Increased services of AC Transit at affordable fares. Free Eco Bus Pass for youth 6-12 grades.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	Order (decreasing) of priorities: 1. funding; 2. maintenance; 3. expansion. Free travel/passes/shuttles will not persuade me to use public transportation. The current transit system needs to be integrated (at transit hubs/stations) - bus, rail, BART transfers need to be easy/seamless. Increased frequency of services is necessary. Missing a bus that arrives once an hour means an hour's delay! Missing a bus/BART train services that run every 5 or 10 minutes is less of a deterrent to using public transportation. Re-routing bus routes so they wind through residential and business districts will improve ridership; currently, bus stops are located along main thoroughfares that entail some effort to reach them.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	Transit affordability and transit service restoration should be on the same level. Making other improvements to services should be taken into consideration too. I do not have the answers to all your questions. I'm just tired of being the one the budget cuts affect so negatively. So stop increasing my fares and stop cutting my bus lines and put back the bus lines to the way they used to be. It takes me twice as long to travel now as it used to. And that's a shame.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	#1 - I'm concerned that the Airport Connector will not offer better service than the shuttle bus. Too expensive if it isn't faster in total time and doesn't drop passengers at the terminal. #2 - AC Transit needs help.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	AC Transit funding relies on sales tax and gas tax - these sources will dwindle as we go to electric and hybrid cars (using less gas). We need a change in funding source worked into the CWTP or change to less capital projects and more operation dollars. Operation: 70% capital 30%, instead of 60/40.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	With cuts to public transit you are precipitating more elder abuse, crime.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	1. Restore AC Transit funding. So services (buses) arrival times are punctual. 2. Free Eco Bus Passes for students (passes reduces truancy). 3. Increase transfer use to 4 hours multiple use.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	A free Eco Bus Pass for all students in Alameda County, between 6th grade and senior year of high school. Helping California and Elameda to meet is SB375 requirements in reducing greenhouse gas emissions. Restoration of AC Transit service cuts, through added funding for Operations.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	District-wide household needs/use study - without it there can be no effective planning.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Ecopass for youth. Free bus pass for senior/disabled communities. Restore routes. 4 hour transfer. Eliminate the BART to airport connector and re-allocate funds to improve the quality of life (via transportation) for the majority not a minority.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Extend BART to Vasco Road so that ACE passengers have a better connection to BART. Vasco is an existing Parking & Ride - BART extended east will relieve congestion from San Joaquin County - take a look at the growth of Dallas Area Rapid Transit (DART) - they have a "Flex" program and have made wise and extensive use of a grid system for buses. Cities within Dalls, Collin Counties "buy" into the transit system (DART) - that might be a way to "raise" funding.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for students (6th-12th grade) to reduce truancy and increase ridership and reduce emissions. Popular with voters. restore AC Transit service cuts through added funding for Operations to increase bus use and reduce emissions.	Public Transit; Transit Funding
WK	Projects/Programs	Hayward 3/9	Free Eco Bus Pass for students 6-12 grade. Funding to restore AC Transit service and create 3 hour multi-use transfer.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for students in Alameda County between 6th grade and senior year of high school. AC Transit funding for options and bus service. Restore service to pre-2009 levels.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for youth 6th to 12th grade. Increased operation funding for AC Transit.	Public Transit; Transit Funding
ON	10	N/A	The county needs a more regional view of transportation infrastructure. Today individual cities can determine the fate of regional projects. We need to stop thinking transit problems stop and start at the city line.	Public Transit; Transit Funding; Transportation and Land Use Program

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	You can build all of the State of the Art transportation but if there is no incentive for people who normally drive to use alternate transportation means, the improvements are useless. Although we do need to improve our transit system we must reach out to schools, employers, agencies to educate and provide incentives to use alternate transportation. We also have to build our Cities and transit systems so that this is possible. The cost of the transportation is a whole other story. But it has to be affordable maybe through incentives through the above sources, and it would be made up through volume if it is successful.	Public Transit; Transit Funding; Transportation and Land Use Program
ON	9	N/A	improving transit service, instituting congestion pricing and highway tolling	Public Transit; Transportation System Management
ON	10	N/A	Pricing is the best way to get people out of cars and into other modes. Reduce the fares for transit and increase the cost of driving.	Public Transit; Transportation System Management
ON	7	N/A	Freight does not compete with local transit as to commuter rail, multiple track mainlines on existing ROW	Public Transit; Transportation Trade-Offs
ON	9	N/A	Avoid building, adding, or increasing any services, as this would only encourage more population growth in Alameda County.	Transit & Enhancements & Expansion
ON	9	N/A	The cities are largely already built without consideration to alternative transportation modes, a shame.	Transit & Enhancements & Expansion
ON	10	N/A	safety - any projects that bring transportation up to appropriate safety standards should be top priority; also, anything to help minimize casualties in the case of earthquake or other natural disaster.	Transit & Enhancements & Expansion
ON	4	N/A	Maintaining AC service operating funds	Transit Funding
ON	4	N/A	Make sure AC transit uses the funds properly	Transit Funding
TK	4	N/A	Spend funds to improve systems that we all ready have	Transit Funding
ON	4	N/A	Using a percentage of funding from advertising placements specifically to maintain existing service and create funds to expand programs.	Transit Funding
ON	5	N/A	Establishing policies to ensure that a certain percentage of profits from advertising placements on buses goes directly back into service, reliability and maintenance.	Transit Funding
ON	5	N/A	Hey what happened our stimulus money to to fix our roads	Transit Funding
ON	5	N/A	raise gasoline tax to relieve congestions, use money to improve/repair roads	Transit Funding
ON	5	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	6	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	7	N/A	Add income sources and stability to transit agencies	Transit Funding
ON	7	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
TK	7	N/A	Spend only what you have reduce dept!	Transit Funding
ON	8	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	9	N/A	Concentrate the money on projects - let others educate	Transit Funding
ON	9	N/A	gasoline tax to support/subsidize/improve mass transit	Transit Funding
ON	9	N/A	Planning Communities should not cost Transportation dollars but be put into Infrastructure NOT Education	Transit Funding
ON	9	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
TK	9	N/A	taxing gasoline and using proceeds for mass transit	Transit Funding
ON	10	N/A	Fund operations of transit in such a way that reliable, usable (frequent) transit is possible. This survey forces trade-offs that are not complete. (bikes/peds OR seniors? Really?) These are false dichotomies that make a lot of assumptions before even asking the question. Fix it first, and start with Transit, get the system operationally stable. Remove vehicular mobility from your list of concerns, and focus on moving people, and providing access to places that people need to get to. Add in cost-effectiveness measures, ACTC staff should not be able point to projects that are 250% over budget and tell the board "its not that bad, we have many other projects that are even more out of whack with their estimates."	Transit Funding
ON	10	N/A	Need some Federal funds to implement or improve new programs	Transit Funding
ON	10	N/A	Operating funds for AC Transit are imperative.	Transit Funding
ON	10	N/A	PUBLIC/PRIVATE PARTNERSHIPS	Transit Funding
ON	10	N/A	THE BIGGEST PROBLEM WE HAVE IS COST!!! WE SHOULD HAVE REAL COMPETITIVE BIDDING. FORGET DIVERSITY BIDDING AND GET RID OF "ONLY UNION" WORKERS. THE COST OF BART WAS DOUBLED BECAUSE OF THEM!!!!!!	Transit Funding

Source	Question Answered	Mtg	Comment	Transportation Need Category
ON	10	N/A	There are a lot of things that would be great to have but we clearly have spent the money and the public have no more to give. So we must reduce spending except for the most critically needed until we have lower unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	10	N/A	Too much of our money is used for people who drive cars and not enough for people who need to get to jobs, school, medical care and other needs who cannot afford a car or who believe is transit over cars.	Transit Funding
WK	Needs	Fremont 2/28	Safety should be a concern but should not be used to override other considerations such as history and ecology. We should also have watchdogs that can identify unnecessary projects and spend less on studies and more on actual execution.	Transit Funding
WK	Other	Hayward 3/9	Less regulation from funding sources (TFCA) would spur innovation and creativity in projects. Eliminate and merge duplicate agencies such as MTC/ABAG/Air District/BATA and eliminate huge salaries and admin overhead and put the money to helping people. Don't invest in new capital projects unless you also provide the funds to maintain them - i.e. East Bay Greenway. Building it is wonderful but local governments will not assume maintenance costs. Unfortunately there is a universe of transportation needs and a thimble full of resources to address them.	Transit Funding
ON	7	N/A	ABAG & MTC can help coordinate West Oakland Area Plan Project to improve Army Base efficiency.	Transportation and Land Use Program
ON	9	N/A	Included in "building our cities" must be reducing sprawl in East County	Transportation and Land Use Program
TK	10	N/A	A district focus on integration of land use planning and transportation.	Transportation and Land Use Program

Alameda County Transportation Commission
Appendix A: CWTP Outreach Comments Database - Additional Comments

The following comments, for technical reasons, are too lengthy to fit in the comments database format. This appendix has been added to present them in full.

Comment #1

From an Oakland resident: 1) AC Transit should be objectively analyzed by an outside group of operating experts. The goal should be to make AC useable by at least twice as many people as now use it. Not everyone in the East Bay is transit-dependent! AC should serve everyone. Running virtually empty buses (and one sees them constantly) does nothing for the environment.

2) A light rail line should run in its own row from Sather Gate to Jack London Square and the Amtrak station.

3) The Main Line should be depressed between Fallon and the U.P. Yard.

4) There should be a BART/Amtrak connection in West Oakland.

5) BART is projected to run out of transbay carrying capacity in roughly 20 years. The East Bay and West Bay should be worried about this!

6) AC's transbay bus operation could serve many more people better – using fewer bus hours. The current operation is moribund.

7) The proposed Dumbarton passenger rail extension is of vital importance. It should receive a much higher priority than it has been receiving.

8) Bike lanes to San Francisco should NOT be regarded as a high priority item.

9) In general people should be provided with a reliable network of well-connected transit lines.

10) Trolley buses are wonderful if they are operating on long straight streets that are on steep grades. They are less successful elsewhere, especially when overused.

11) Transit properties should not be expected to cut into scarce resources by granting special discounts. Subsidies should be provided to special groups as necessary and appropriate by the social agencies.

12) Lower fares are of course a popular idea. Before proceeding down that road, ask people whether they want better service or lower fares.

Comment #2

ROBERT S. ALLEN | FROM THE COMMUNITY

23 February 2011

BART Around the Bay and More!

Picture seamless BART linking the five counties that ring San Francisco Bay: (Santa Clara, Alameda, Contra Costa, San Francisco, San Mateo): fast, frequent, quiet, smog-free electric trains (each with one operator and comfortably seating up to 560 passengers) - and no road crossings - tying six million inhabitants with destinations (jobs, schools, sports venues, airports, etc.). Let the public decide!

Here's how to get it:

1: Form a rail planning agency for the five BART/Caltrain counties.

BART started with such a multi-county agency in 1957.

2: Develop a balanced plan benefiting all of the five counties. Major elements as I see them:

Peninsula Rail

Grade separate all Caltrain road crossings.

Widen right of way for five tracks:

Caltrain commute (2 on west side);

Bullet/High Speed Rail (2 between commute and freight);

Diesel freight (1 on east side, near ports and rail-served industry).

Regauge and electrify commute as BART south from SFO/Millbrae.

Plan commute north of SFO/Millbrae as SF Muni.

Assure a Bullet/HSR stop at Santa Clara for SJC rail.

South Bay

Shorten the planned San Jose BART subway (saving big bucks):

Run at grade on old WP and over 101, Berryessa to Santa Clara Street.

Run subway under San Fernando, not Santa Clara, Street.

Include an SJSU station.

Aim BART into present commute tracks at Diridon.

Convert commute to VTA (on its own light rail), Diridon to Gilroy.

San Francisco

New BART Oak/Masonic line, Civic Center to Presidio and Golden Gate Bridge.

Design new rail terminal/tunnel only for Bullet/HSR (not commute) trains.

East Bay

Grade separate UP L (Mulford) line and multi-track for Capitol Corridor.

Re-route Capitol Corridor to this shorter, safer, and straighter line.

Grade separate D and A lines, Elmhurst to Crockett.

Widen 1-80 for median BART at grade, El Cerrito del Norte to Crockett.

Widen 1-580 for median BART at grade, Hacienda to Greenville Rd.

Plan BART beyond Greenville Road on former SP Altamont Pass line, then 1-580.

Widen SR 4 for median BART at grade, Antioch through Brentwood.

Other

Route San Francisco-Sacramento HSR via an airport (SFO-OAK) trans-bay tube.

Consider a Port Costa-Benicia tube to shorten A line and bypass Martinez bridge.

Plan for North Bay, Central Valley, and Central Coast connections.

3: Bring a funding plan directly to the voters.

Bring this balanced plan to the voters for a bond issue.

A measure equal to BART's in 1962, adjusted for inflation and the greater population of the five counties today, would yield about \$16 billion.

Partner with CHSRA for funding of Peninsula rail and BART over the Altamont.

Partner with neighboring counties for future BART extensions.

Seek legislation for direct federal/state funding, by-passing MTC dictate.

Their TOD is anything but that. A given site can hold far more parked automobiles than dwelling units. People can drive much farther than they can walk, meaning that a suburban park-ride station serves a much larger area

than one with limited parking. True TOD does **not** mandate high-density residential land use near suburban stations.

Robert S. Allen*

*BART Director, 1974-1988

Retired, Southern Pacific (now UP) Western Division Engineering/Operations
Life Member, American Railway Engineering and Maintenance of Way Association (AREMA)

Member, AREMA Committee 12 (Rail Transit)

Member, AREMA Committee 17 (High Speed Rail)

Former Member, AREMA Committee 16 (then Economics of Railway Location and Operation)

Former Member, AREMA Committee 32 (Systems Engineering).

Comment #3

I live off of Calaroga in Hayward. When we moved in they had transit service on that street enabling students/adults to access schools and a hospital and a mall. That is gone. Recently there was a service area provided at Southland Mall for bus service and for senior pickup to go to the Senior Center in downtown area of Hayward. That is gone. You can have as many planning meetings you want, but first you need to bring back all the services you have cut over the years. Cut the cost of using them, then decide what is working the best and expand on that. I worked at CSUH. It took me 10 to 15 minutes to drive to work. If I took public transportation, it would have taken 45 minutes to an hour. Hardly efficient for a working mother. Especially if I had an emergency with one of my children. You are looking at what we have now and seeing what can be done to improve. Those of us who have lived here long enough know that you need to start from where it was in the past and then move forward from there. Hayward has a new freeway interchange being built at 880 and 92 to ease the traffic flow in that area (never happen). Downtown we are creating one way streets to also ease traffic transit. As long as you indulge drivers by creating wider freeways, more and larger exchanges and one way street traffic, no one will leave their cars. At the same time, you have to have efficient transit systems to move people from one spot to another. It would have made far more sense to have a light rail system going down Mission Blvd. through E. 19th Ave. which would have eliminated tons of traffic, moving people through many cities and providing close access to CSUH. Instead we are making improvements for car traffic. Stop trying to re-invent the wheel and return services that actually worked in the past but were stopped because of financial reasons. How much money do we waste on continuous studies and commissions. Put the money where it is needed -- in upgrading the transit that we have lost.

Comment #4

1. BART to Livermore on 580 median
 - A. Greenville station will serve Altamont commuters, iGATE, and can be hooked to ACE.
 - B. Is a fraction of the cost of BART to downtown.
 - C. Will have less impact to existing neighborhoods in Livermore, less eminent domain
 - D. Estimated to be approximately the same ridership as downtown and Vasco, more ridership/dollar spent, will allow for other projects to be funded.
 - E. Will provide the most heavily travelled roadways in Livermore (HWY84, Stanley Blvd, Tesla Rd.) an alternative at Isabel.
 - F. Downtown streets are narrow and would cause traffic gridlock in the area, also schools are nearby the Downtown station and this could be a potential hazard for kids.
 - G. TOD could be developed around Isabel station North of 580 and would serve Las Positas College and the new retail outlets, Greenville TOD could be developed in and around that station as well.
 - H. Most people in Livermore want BART on 580 and voted for Measure "B" with the understanding that BART would be on 580 and the Livermore General Plan states that BART will be on 580. If BART does come to Livermore Downtown and to Vasco Rd. the following should be considered:
 - A. Noise reduction mitigation via a sound wall and updated tracks and trains.
 - B. Station presence should be North of Patterson Pass Rd. as to not impact existing neighborhoods
 - C. Alignment should be on the north set of tracks West of Mines rd. to reduce impact to neighborhoods.
2. North bound 680 HOT lane.

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Appendix B: Countywide Transportation Plan Questionnaire

Alameda Countywide Transportation Update

1. Welcome

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon. Thank you for taking the time to complete this questionnaire. Your responses will help us identify Alameda County's current and future transportation needs and prioritize future improvements during this early stage of the process.

1. What city or area of the county do you live in?

2. What city or area of the county do you commute to for work/school or other regular activities?

3. What mode of travel do you use the most (select one)

- Walk
- Bicycle
- Take bus or shuttle
- Drive alone
- Carpool
- BART

Other (please specify)

Alameda Countywide Transportation Update

2. Transportation Needs and Priorities

Transportation planning is a complex balancing act that requires careful consideration of current and future County needs for a variety of transportation modes (driving, transit, walking and biking, and goods movement).

4. Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (SELECT UP TO 3 ONLY)

- Repairing potholes and smoothing the existing roadway
- Relieving street and highway congestion
- Maintaining existing transit system connections & reliability
- Expanding the transit services to new areas
- Providing incentives to drive less, especially when commuting to work or school
- Goods Movement/Freight
- Bicycling improvements
- Pedestrian improvements
- Accessibility Programs, incl. Paratransit (for senior and disabled transport)
- Using technology, information and pricing policies to manage congestion

Tell us if you have a specific project in mind

Alameda Countywide Transportation Update

3. Transportation Trade-Offs

County transportation needs exceed the funding that is currently and likely to be available in the future. While all needs are important, please provide input on priorities by responding to the following trade-offs. Choose one for each

5. The CWTP should prioritize:

- Maintaining streets, roads and highways OR
- Expanding transit services and reliability

Tell us if you have a specific project in mind

6. The CWTP should prioritize:

- Expanding highway capacity and efficiency to reduce congestion OR
- Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)

Tell us if you have a specific project in mind

7. The CWTP should prioritize:

- Maintaining and operating existing transit services OR
- Improving goods movement and freight

Tell us if you have a specific project in mind

8. The CWTP should prioritize:

- Improving transportation services for seniors and people with disabilities OR
- Expanding bicycle and pedestrian improvements

Tell us if you have a specific project in mind

Alameda County is required by law to reduce greenhouse gas emissions from cars by reducing the number of miles people drive.

Alameda Countywide Transportation Update

9. What are the most effective ways to reduce the number of miles people drive in Alameda County? (SELECT UP TO 2 ONLY)

- Programs that encourage and educate people to use alternatives to driving
- Building our cities so that you can walk or bike to more destinations
- Increasing transit services in areas that don't currently have high capacity transit
- Adding service to existing transit routes
- Reducing the cost of public transit

Other (please specify)

10. Please use the space below to identify any additional priority transportation projects or programs you think should be included in the CWTP.

Alameda Countywide Transportation Update

4. Optional Questions

Alameda is a very diverse County, geographically, ethnically and economically. Your answers to the questions below will help ensure that we get broad, representative participation in this process.

11. What is your race or ethnic identification? (select one or more)

American Indian or Alaska Native

White/Caucasian

Asian or Pacific Islander

Black/African American

Spanish, Hispanic or Latino

Other (please specify)

12. What is your household income level?

\$0-\$25,000

\$25,000-\$50,000

\$50,000-\$75,000

\$75,000-\$100,000

Over \$100,000

**Alameda County Transportation Commission
Appendix B: Countywide Transportation Plan Questionnaire – Results**

A total of 693 questionnaires were submitted online and 612 questionnaires were submitted through workshop toolkits. The demographic breakdown of these questionnaires is as follows:

		Number of Questionnaires						
		Minority Status			Income			
Total		Minority	Non-Minority	Other Race or Ethnic ID	Race or Ethnic ID: no info given	Low Income	Non-Low Income	Income: no info given
Online	693	167	413	29	84	47	558	88
Toolkit	612	251	262	9	90	114	353	145

Results received are detailed below.

Question 1: What city or area of the county do you live in?

Online Questionnaires		
City or Area	Number	Planning Area
Alameda	56	North
Albany	39	North
Berkeley	69	North
Emeryville	5	North
Oakland	252	North
Piedmont	6	North
Castro Valley	12	Central
Hayward	50	Central
San Leandro	35	Central
San Lorenzo	6	Central
Fremont	34	South
Newark	5	South
Southern Alameda County (city unspecified)	1	South
Union City	13	South
Dublin	15	East
Eastern Alameda County (city unspecified)	1	East
Livermore	29	East
Pleasanton	19	East
Sunol	1	East
Tri-Valley	1	East
Alameda County (city and area unspecified)	2	Unknown
Contra Costa County	2	Contra Costa County
Concord	1	Contra Costa County
El Cerrito	3	Contra Costa County
Hercules	1	Contra Costa County
Lafayette	1	Contra Costa County
Pleasant Hill	1	Contra Costa County
Richmond	1	Contra Costa County
San Pablo	3	Contra Costa County
San Ramon	2	Contra Costa County
Walnut Creek	3	Contra Costa County
Marin County	1	Marin County
San Francisco	6	San Francisco County
Belmont	1	San Mateo County
Mountain View	1	Santa Clara County
San Jose	2	Santa Clara County
Santa Clara	1	Santa Clara County
Solano	1	Solano County
No response or answer unclear	11	N/A

Question 1: What city or area of the county do you live in? (continued)

Toolkit Questionnaires		
City or Area	Number	Planning Area
Alameda	75	North
Alameda/Oakland	1	North
Albany	7	North
Berkeley	18	North
Emeryville	14	North
North County (city unspecified)	3	North
Oakland	175	North
Piedmont	2	North
Castro Valley	8	Central
Central County (city unspecified)	1	Central
Cherryland	3	Central
Fairview	1	Central
Hayward	13	Central
San Leandro	61	Central
San Lorenzo	3	Central
Fremont	40	South
Fremont/Newark	1	South
Newark	19	South
South County (city unspecified)	1	South
Union City	14	South
Dublin	3	East
Livermore	16	East
Pleasanton	74	East
Sunol	2	East
Tri-Valley	1	East
Alameda County (city and area unspecified)	3	Unknown
Concord	1	Contra Costa County
Contra Costa County	14	Contra Costa County
Danville	2	Contra Costa County
El Cerrito	3	Contra Costa County
Hercules	1	Contra Costa County
Orinda	1	Contra Costa County
Richmond	5	Contra Costa County
Walnut Creek	1	Contra Costa County
San Pablo	1	Contra Costa County
San Ramon	3	Contra Costa County
San Francisco	3	San Francisco County
San Joaquin	1	San Joaquin County
San Mateo	1	San Mateo County
Palo Alto	1	Santa Clara County
San Jose	1	Santa Clara County
Vallejo	1	Solano County
No response or answer unclear	13	N/A

Question 1: What city or area of the county do you live in? – Analyzed by Planning Area

Online Questionnaires (Total 693)	All Respondents	Minority Status			Income	
		Minority ¹	Non-Minority	Other Race or Ethnic ID ²	Low Income ³	Non-Low Income
North	61.8%	14.9%	38.8%	2.6%	5.1%	50.8%
Central	14.9%	4.0%	8.5%	0.1%	0.9%	12.1%
South	7.6%	2.7%	3.6%	0.1%	0.4%	6.1%
East	9.2%	1.0%	5.3%	1.2%	0.0%	7.2%
Other (unclear or not Alameda County resident)	6.5%	1.4%	3.3%	0.1%	0.4%	4.3%
TOTAL PERCENTAGE	100%	24.1%	59.5%	4.1%	6.8%	80.5%

Toolkit Questionnaires (Total 612)	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
North	48.4%	23.4%	12.3%	1.0%	11.3%	21.2%
Central	14.7%	5.8%	4.9%	0.0%	1.6%	7.4%
South	12.3%	2.7%	6.8%	0.0%	0.0%	8.9%
East	15.5%	1.0%	10.5%	0.1%	2.6%	8.2%
Other (unclear or not Alameda County resident)	9.1%	3.3%	3.3%	0.1%	1.0%	5.2%
TOTAL PERCENTAGE	100%	36.2%	37.8%	1.2%	16.5%	50.9%

Note: All percentages given indicate percent of the total number of all respondents, as given at the top of the table. Because some respondents did not answer the questions regarding race/ethnic identification or income, percentages in demographic categories do not equal the total percentage of overall respondents, nor do they add up to 100%.

¹ "Minority" respondents are considered to be any respondents who specified a race or ethnic identification other than "White" in response to Question 11.
² The "Other Race or Ethnic ID" category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.
³ "Low Income" respondents are considered to be any respondents who specified an annual household income of "\$0-\$25,000" in response to Question 12.

Question 2: What city or area of the county do you commute to for work/school or other regular activities?

Online Questionnaire Respondents	
Commuting within Alameda County	77.0%
Commuting outside Alameda County	16.4%
Commuting both within and outside Alameda County	6.6%
TOTAL (of Questionnaires Answering Question)	622

Toolkit Questionnaire Respondents	
Commuting within Alameda County	87.0%
Commuting outside Alameda County	5.4%
Commuting both within and outside Alameda County	7.6%
TOTAL (of Questionnaires Answering Question)	460

Note: Percentages given indicate the percent of the total number of Alameda County residents who answered the question by clearly identifying their regular commuting destination(s).

Question 3: What mode of travel do you use the most? (select one)

Online Questionnaire Respondents	All Respondents		Minority Status			Income	
			Minority ⁴	Non-Minority	Other Race or Ethnic ID ⁵	Low Income ⁶	Non-Low Income
Walk	5.7%		1.8%	7.3%	3.8%	8.9%	5.6%
Bicycle	13.2%		4.3%	18.1%	15.4%	17.8%	13.2%
Take bus or shuttle	14.8%		22.1%	12.6%	3.8%	35.6%	13.2%
Drive alone	42.6%		46.6%	39.3%	53.8%	26.7%	43.8%
Carpool	6.1%		4.3%	6.5%	11.5%	0.0%	6.3%
BART	17.5%		20.9%	16.1%	11.5%	11.1%	18.0%
TOTALS (of Questionnaires Answering Question)	667		163	397	26	45	539

Toolkit Questionnaire Respondents	All Respondents		Minority Status			Income	
			Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Walk	5.6%		5.7%	4.1%	0.0%	8.8%	4.1%
Bicycle	6.9%		3.4%	9.1%	33.3%	4.4%	8.1%
Take bus or shuttle	18.0%		26.9%	12.3%	0.0%	51.5%	10.5%
Drive alone	59.2%		51.4%	65.5%	66.7%	29.4%	66.2%
Carpool	4.7%		5.1%	3.6%	0.0%	4.4%	3.7%
BART	5.6%		7.4%	5.5%	0.0%	1.5%	7.4%
TOTALS (of Questionnaires Answering Question)	466		175	220	3	68	296

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than one answer (possible on print questionnaires only), their response was not counted.

Other modes of travel identified: see “Questionnaire Results – Other Answers Identified.” Note that many respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

⁴ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
⁵ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

⁶ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

TRANSPORTATION NEEDS AND PRIORITIES

Question 4: Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (select up to 3 only).

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ⁷	Non-Minority	Other Race or Ethnic ID ⁸	Low Income ⁹	Non-Low Income
Repairing potholes and smoothing the existing roadway	52.7%	64.0%	46.6%	57.1%	47.8%	51.4%
Relieving street and highway congestion	26.6%	31.1%	22.9%	35.7%	13.0%	26.4%
Maintaining existing transit system connections & reliability	61.2%	61.6%	63.2%	53.6%	63.0%	61.6%
Expanding the transit services to new areas	33.8%	32.3%	32.4%	39.3%	32.6%	33.2%
Providing incentives to drive less, especially when commuting to work or school	28.6%	30.5%	28.5%	17.9%	30.4%	29.0%
Goods Movement/Freight	4.9%	3.0%	4.9%	21.4%	2.2%	5.4%
Bicycling improvements	35.0%	25.0%	41.7%	21.4%	30.4%	36.6%
Pedestrian improvements	20.4%	12.8%	24.9%	10.7%	19.6%	21.2%
Accessibility Programs, incl. Paratransit (for senior and disabled transport)	13.7%	17.7%	12.4%	7.1%	37.0%	12.1%
Using technology, information and pricing policies to manage congestion	8.8%	10.4%	8.3%	10.7%	13.0%	9.1%
TOTALS (of Questionnaires Answering Question)	672	164	410	28	46	552

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than three answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

⁷ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
⁸ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

⁹ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 4: Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (select up to 3 only). (continued from previous page)

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹⁰	Non-Minority	Other Race or Ethnic ID ¹¹	Low Income ¹²	Non-Low Income
Repairing potholes and smoothing the existing roadway	24.9%	24.2%	24.9%	22.2%	16.5%	27.8%
Relieving street and highway congestion	62.3%	72.3%	56.4%	33.3%	62.1%	63.5%
Maintaining existing transit system connections & reliability	34.7%	31.6%	36.6%	22.2%	18.4%	38.9%
Expanding the transit services to new areas	47.0%	49.4%	46.3%	44.4%	53.4%	47.7%
Providing incentives to drive less, especially when commuting to work or school	28.1%	26.8%	28.0%	33.3%	33.0%	25.4%
Goods Movement/Freight	3.2%	3.5%	2.7%	0.0%	1.9%	2.9%
Bicycling improvements	18.1%	10.8%	24.5%	22.2%	12.6%	21.6%
Pedestrian improvements	16.3%	16.0%	15.6%	22.2%	21.4%	14.0%
Accessibility Programs, incl. Paratransit (for senior and disabled transport)	28.2%	29.9%	28.8%	55.6%	50.5%	22.8%
Using technology, information and pricing policies to manage congestion	10.4%	11.7%	9.7%	0.0%	6.8%	12.0%
TOTALS (of Questionnaires Answering Question)	570	231	257	9	103	342

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than three answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁰ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
¹¹ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

¹² “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

TRANSPORTATION TRADE-OFFS

County transportation needs exceed the funding that is currently and likely to be available in the future. While all needs are important, please provide input on priorities by responding to the following trade-offs. Choose one for each.

Question 5: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹³	Non-Minority	Other Race or Ethnic ID ¹⁴	Low Income ¹⁵	Non-Low Income
Maintaining streets, roads and highways OR	39.3%	45.7%	35.8%	39.3%	31.9%	39.3%
Expanding transit services and reliability	60.7%	54.3%	64.2%	60.7%	68.1%	60.7%
TOTALS (of Questionnaires Answering Question)	628	162	399	28	47	537

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Maintaining streets, roads and highways OR	51.5%	53.1%	51.0%	22.2%	40.6%	54.5%
Expanding transit services and reliability	48.5%	46.9%	49.0%	77.8%	59.4%	45.5%
TOTALS (of Questionnaires Answering Question)	557	224	251	9	96	341

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹³ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
¹⁴ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

¹⁵ “Low income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 6: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹⁶	Non-Minority	Other Race or Ethnic ID ¹⁷	Low Income ¹⁸	Non-Low Income
Expanding highway capacity and efficiency to reduce congestion OR	20.4%	23.5%	15.7%	53.6%	10.9%	20.0%
Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)	79.6%	76.5%	84.3%	46.4%	89.1%	80.0%
TOTALS (of Questionnaires Answering Question)	631	162	401	28	46	541

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Expanding highway capacity and efficiency to reduce congestion OR	32.3%	30.7%	33.8%	33.3%	22.3%	34.3%
Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)	67.7%	69.3%	66.3%	66.7%	77.7%	65.7%
TOTALS (of Questionnaires Answering Question)	530	212	240	9	94	327

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁶ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11. ¹⁷ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear. ¹⁸ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 7: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹⁹	Non-Minority	Other Race or Ethnic ID ²⁰	Low Income ²¹	Non-Low Income
Maintaining and operating existing transit services OR	88.4%	87.5%	90.0%	73.1%	90.9%	88.0%
Improving goods movement and freight	11.6%	12.5%	10.0%	26.9%	9.1%	12.0%
TOTALS (of Questionnaires Answering Question)	619	152	400	26	44	535

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Maintaining and operating existing transit services OR	89.8%	89.7%	89.6%	87.5%	93.2%	88.3%
Improving goods movement and freight	10.2%	10.3%	10.4%	12.5%	6.8%	11.7%
TOTALS (of Questionnaires Answering Question)	541	223	251	8	103	334

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁹ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
²⁰ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.
²¹ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 8: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ²²	Non-Minority	Other Race or Ethnic ID ²³	Low Income ²⁴	Non-Low Income
Improving transportation services for seniors and people with disabilities OR	45.6%	55.7%	40.1%	47.8%	60.0%	45.0%
Expanding bicycle and pedestrian improvements	54.4%	44.3%	59.9%	52.2%	40.0%	55.0%
TOTALS (of Questionnaires Answering Question)	608	158	387	23	45	527

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Improving transportation services for seniors and people with disabilities OR	67.0%	74.0%	59.7%	77.8%	79.4%	60.6%
Expanding bicycle and pedestrian improvements	33.0%	26.0%	40.3%	22.2%	20.6%	39.4%
TOTALS (of Questionnaires Answering Question)	530	219	248	9	102	327

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

²² “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.
²³ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.
²⁴ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 9: What are the most effective ways to reduce the number of miles people drive in Alameda County? (select up to 2 only)

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ²⁵	Non-Minority	Other Race or Ethnic ID ²⁶	Low Income ²⁷	Non-Low Income
Programs that encourage and educate people to use alternatives to driving	23.2%	32.7%	19.8%	8.7%	26.1%	22.9%
Building our cities so that you can walk or bike to more destinations	57.9%	48.1%	63.2%	26.1%	52.2%	58.7%
Increasing transit services in areas that don't currently have high capacity transit	34.0%	35.2%	32.8%	34.8%	41.3%	32.5%
Adding service to existing transit routes	39.3%	32.7%	42.7%	52.2%	37.0%	40.0%
Reducing the cost of public transit	30.5%	37.0%	26.7%	43.5%	30.4%	31.0%
TOTALS (of Questionnaires Answering Question)	629	162	405	23	46	542

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than two answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, "Comments Database," for comments identifying other ways to reduce driving.

²⁵ "Minority" respondents are considered to be any respondents who specified a race or ethnic identification other than "White" in response to Question 11.
²⁶ The "Other Race or Ethnic ID" category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.
²⁷ "Low Income" respondents are considered to be any respondents who specified an annual household income of "\$0-\$25,000" in response to Question 12.

Question 9: What are the most effective ways to reduce the number of miles people drive in Alameda County? (select up to 2 only) (continued from previous page)

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ²⁸	Non-Minority	Other Race or Ethnic ID ²⁹	Low Income ³⁰	Non-Low Income
Programs that encourage and educate people to use alternatives to driving	38.1%	41.0%	36.4%	12.5%	34.7%	38.2%
Building our cities so that you can walk or bike to more destinations	39.0%	35.1%	43.9%	25.0%	22.8%	46.3%
Increasing transit services in areas that don't currently have high capacity transit	34.3%	32.4%	34.7%	75.0%	33.7%	34.2%
Adding service to existing transit routes	30.1%	24.3%	35.6%	37.5%	35.6%	28.9%
Reducing the cost of public transit	35.2%	43.2%	28.5%	25.0%	41.6%	32.3%
TOTALS (of Questionnaires Answering Question)	525	222	239	8	101	322

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, "Comments Database," for comments identifying other ways to reduce driving.

Question 10: Please use the space below to identify any additional priority transportation projects or programs you think should be included in the CWTP.

See Appendix B, "Comments Database," for comments identifying additional priority projects or programs.

²⁸ "Minority" respondents are considered to be any respondents who specified a race or ethnic identification other than "White" in response to Question 11. ²⁹ The "Other Race or Ethnic ID" category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear. ³⁰ "Low Income" respondents are considered to be any respondents who specified an annual household income of "\$0-\$25,000" in response to Question 12.

OPTIONAL QUESTIONS

Question 11: What is your race or ethnic identification? (select one or more)

Online Questionnaire Respondents	All Respondents		Minority ³¹	Income	
	All Respondents	Minority ³¹		Low Income ³²	Non-Low Income
American Indian or Alaska Native	2.0%	6.0%	9.1%	1.2%	
White/Caucasian	70.9%	N/A	54.5%	72.3%	
Asian or Pacific Islander	7.6%	27.5%	4.5%	7.7%	
Black/African American	9.3%	32.3%	18.2%	8.9%	
Spanish, Hispanic or Latino	5.9%	20.4%	4.5%	6.2%	
Two or more races or ethnic identifications	4.3%	13.8%	9.1%	3.9%	
TOTALS (of Questionnaires Answering Question)	580	167	44	519	

Toolkit Questionnaire Respondents	All Respondents		Minority	Income	
	All Respondents	Minority		Low Income	Non-Low Income
American Indian or Alaska Native	0.4%	0.8%	0.9%	0.3%	
White/Caucasian	51.1%	0.0%	34.9%	58.6%	
Asian or Pacific Islander	18.5%	37.8%	17.4%	17.2%	
Black/African American	23.4%	47.8%	40.4%	16.9%	
Spanish, Hispanic or Latino	4.3%	8.8%	4.6%	4.4%	
Two or more races or ethnic identifications	2.3%	4.8%	1.8%	2.6%	
TOTALS (of Questionnaires Answering Question)	513	251	109	343	

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Other Races/ethnic identifications: see “Questionnaire Results – Other Answers Identified.” Because the “Other Race or Ethnic ID” category represents a variety of responses from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear, these responses are not included in this analysis.

³¹ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

³² “Low Income” respondents are considered to be any respondents who specified an annual household income of “Under \$25,000” in response to Question 12.

Question 12: What is your household income level?

Online Questionnaire Respondents	All Respondents	Minority Status			Non-Low Income
		Minority ³³	Non-Minority	Other Race or Ethnic ID ³⁴	
\$0-\$25,000	7.8%	11.7%	6.0%	10.0%	0.0%
\$25,000-\$50,000	16.7%	16.6%	16.5%	20.0%	18.1%
\$50,000-\$75,000	19.2%	21.5%	18.3%	20.0%	20.8%
\$75,000-\$100,000	21.2%	23.9%	20.3%	25.0%	22.9%
Over \$100,000	35.2%	26.4%	38.8%	25.0%	38.2%
TOTALS (of Questionnaires Answering Question)	605	163	399	20	558

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Non-Low Income
		Minority	Non-Minority	Other Race or Ethnic ID	
\$0-\$25,000	24.4%	33.3%	15.9%	37.5%	0.0%
\$25,000-\$50,000	24.6%	24.4%	24.7%	25.0%	32.6%
\$50,000-\$75,000	11.8%	12.7%	11.3%	12.5%	15.6%
\$75,000-\$100,000	14.1%	11.7%	16.3%	0.0%	18.7%
Over \$100,000	25.1%	17.8%	31.8%	25.0%	33.1%
TOTALS (of Questionnaires Answering Question)	467	213	239	8	353

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

³³ "Minority" respondents are considered to be any respondents who specified a race or ethnic identification other than "White" in response to Question 11.
³⁴ The "Other Race or Ethnic ID" category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

Comparison of Responses Between Questionnaire Methods

	All Respondents		Minority Status						Income			
			Minority ³⁵		Non-Minority		Other Race or Ethnic ID ³⁶		Low Income		Non-Low Income	
			Online	Toolkit	Online	Toolkit	Online	Toolkit	Online	Toolkit	Online	Toolkit
North	61.8%	48.4%	14.9%	23.4%	38.8%	12.3%	2.6%	1.0%	5.1%	11.3%	50.8%	21.2%
Central	14.9%	14.7%	4.0%	5.8%	8.5%	4.9%	0.1%	0.0%	0.9%	1.6%	12.1%	7.4%
South	7.6%	12.3%	2.7%	2.7%	3.6%	6.8%	0.1%	0.0%	0.4%	0.0%	6.1%	8.9%
East	9.2%	15.5%	1.0%	1.0%	5.3%	10.5%	1.2%	0.1%	0.0%	2.6%	7.2%	8.2%
Entire County (totals of 4 planning areas, above)	93.5%	90.9%	22.6%	32.9%	56.2%	34.5%	4.0%	1.1%	6.4%	15.5%	76.2%	45.7%
Other (unclear or not Alameda County resident)	6.5%	9.1%	1.4%	3.3%	3.3%	3.3%	0.1%	0.1%	0.4%	1.0%	4.3%	5.2%
Total Questionnaires	693	612	167	251	413	262	29	9	47	114	558	353

Note: All percentages given indicate percent of the total number of all respondents, as given at the bottom of the first two columns. Because some respondents did not answer the questions regarding race/ethnic identification or income, percentages in demographic categories do not equal the total percentage of overall respondents, nor do they add up to 100%.

³⁵ "Minority" respondents are considered to be any respondents who specified a race or ethnic identification other than "White" in response to Question 11.
³⁶ The "Other Race or Ethnic ID" category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

Alameda County Transportation Commission
Appendix B: Countywide Transportation Plan Questionnaire Responses
Other Answers Identified

Question 3: What mode of travel do you use the most? (select one)

Note: In some of these cases, respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

Online Questionnaire Responses

- Acerail
- Also carpool
- Amtrak
- Auto beyond 15 miles when needed
- BART (x3)
- BART + bicycle (x2)
- BART and carpool with family
- BART as well
- BART when ever I can. I get Senior Discount Tickets. Love em!
- Bike - for errands
- Bike to BART Bike to work
- Bus
- Bus from Alameda to BART
- Busses
- can't be just one, you have to get to BART, bicycle
- Car (x2)
- Car on weekends
- Carpool am/ bus pm
- Connect to AC Transit bus or walk
- Drive and bus
- Drive occasionally
- Drive with other members of family to combine trips for errands
- Driven by assistant
- Dumbarton Express Bus
- East Bay and Union City Paratransit
- Ferry
- Ferry to CalTrain. Employer provides GoPass
- Followed by Bus and BART
- HOT Lane
- How do you define this? By days used or miles travelled?
- I also take the bus and BART and drive alone
- I bike to/from BART unless it is raining, then I drive
- In addition to BART, I take buses and walk. Sometimes I take cabs and/or paratransit
- Leave my car at the BART station, then take BART to work
- Motorcycle
- Not applicable
- Occasionally take the ACE train
- Or carpool
- Paratransit (x2)
- Paratransit
- Power Wheelchair or bus
- Someone drives me
- Sometimes transport friend or neighbor
- Transport 2 kids
- Varies between walk, bicycle, take bus, and drive
- Walk (x2)
- Walk a lot around Berkeley
- Walk some mornings
- Will occasionally drive

Question 3: What mode of travel do you use the most? (select one) (continued)

Toolkit Questionnaire Responses

Note: In some of these cases, respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

- 2) BART
- Amtrak
- Be taken by a driver
- Bus
- Car
- Daughter and paratransit
- Don't commute
- Drive with husband (x2)
- Driven by children
- Driving
- Drop off students at high school
- Family Members (x2)
- Friends car, city Piedmont transit
- I ride my bike during summer when kids are out of school
- Para Trans and Friends
- Paratransit (x11)
- Paratransit, ferry, driven by others
- Roll
- Taxi, someone picks up
- Walk, or bus, when I have the money
- Wheelchair

Question 11: What is your race or ethnic identification? (select one or more)

Online Questionnaire Responses

- American (x2)
- American Citizen (legal)
- Aren't we beyond this?
- Ashkenazi Jewish
- Asian Black mix
- Been on English racing bicycles riding and commuting since 1949 Detroit, Seattle Bay area
- Californian Native, German, Czechoslovakian, Austrian
- Decline to state (x2)
- Does it really matter and to whom?
- Doesn't matter
- DTS
- European-American
- Filipino
- Filipino-American
- French Canadian
- Green economist
- How in the world can race possibly matter?
- Human
- I chose not to respond
- I identify as a citizen
- I'm 59, have been cycling 53 years, want to keep riding another 30...
- Indian
- Italian/Jewish
- Middle Eastern
- Mixed (x4)
- N/A
- Native American
- None of your business
- Not white, indian, asian, black
- Race or ethnic id's has nothing to do with it. We are all American's with the same needs for transportation. Get over it!!! Also number 12 is irrelevant and none of your business.
- Spanish, Irish and Native American
- What does this have to do with fixing/improving our transportation problems!!
- Why are you asking this question?

Toolkit Questionnaire Responses

- Arab
- American
- Arab American
- Decline to state
- Doesn't matter
- Hawaiian African
- Indian
- Native Californian
- Portuguese

Appendix C: Submitted CWTP Outreach Toolkit Reports

**Alameda County Transportation Commission
Appendix C: Submitted CWTP Outreach Toolkit Reports**

Submitted CWTP Outreach Toolkit Report Summary by Planning Area		
Planning Area	Total Number of Participants	Percentage of Participants
North	351	48%
Central	93	13%
South	78	11%
East	113	16%
Countywide	89	12%
TOTAL	724	100%

North Planning Area	Number of Participants	Age Range	Group Characteristics
AFSCME, Local 3916	50	22-55	Management union members for a transit agency, AC Transit
Alliance of Californians for Community Engagement	5	21 and under, 22-55 & over 55	Bus riders living in Oakland
Asian Pacific Environmental Network	9	Not recorded	Not recorded
City of Emeryville's Commission on Aging	13	Over 55	Mixed racial/ethnicities of senior citizens of Emeryville
City Team Ministries	10	22-55 & over 55	Low income residents of Oakland, Asian elderly population, white and black residents as well
East Bay Bicycle Coalition	25	22-55 & over 55	East Bay Bicycle Coalition
Extending Connections	35	Over 55	Majority Japanese American Seniors from Alameda or Oakland, many still drive
Friends of Albany Seniors	11	Over 55	Senior Non-profit group that supports Albany Senior Center
Friends of Emeryville Senior Center	11	Over 55	Seniors, mixed races (black, white, Asian)
Hope Collaborative, Built Environment Group	22	22-55 & over 55	African American, Asian, Caucasian, low income
North Oakland Senior Council Members	12	Over 55	Retired, active members of the center from all walks of life, able and disabled
Oakland BPAC	15	22-55 & over 55	African American, Asian, Caucasian, low income pedestrian and bicycle advocates
Oakland City Commission on Aging	8	Over 55	Representatives appointed by Mayor of Oakland from 2008 to present
Oakland Yellowjackets	10	22-55 & over 55	Recreation bicycling group
Piedmont Avenue Neighborhood Improvement League	9	22-55 & over 55	Mixed group of adults

North Planning Area (continued)	Number of Participants	Age Range	Group Characteristics
Residents of Allen Temple Arms	35	Over 55	Retired seniors who worked in many fields including state, city, federal and private industry
Saint Mary's Center	26	Over 55	Low income seniors, mainly African American and Asian
Transportation Commission for the City of Alameda	4	22-55 & over 55	City of Alameda's Transportation Commission advises the City Council on transportation policy.
United Seniors of Oakland and Alameda County (transportation committee)	12	Over 55	Mixed group of seniors involved in helping seniors
West Berkeley Senior Advisory Council	9	Over 55	West Berkeley seniors united
West Oakland Senior Center	20	Over 55	Retired seniors, active retired from state, federal, city and county government
TOTAL	351		

Central Planning Area	Number of Participants	Age Range	Group Characteristics
City of San Leandro	5	Over 55	Annual Paratransit workshop public workshop, Day 1
City of San Leandro	6	Over 55	Annual Paratransit workshop public workshop, Day 2
Eden Area Local Organizing Committee	7	Over 55	Seniors living in the unincorporated areas of Alameda County (Ashland, Cherryland, San Lorenzo, and Castro Valley)
San Leandro Engineering and Transportation Department	16	22-55	Employees of the Engineering and Transportation Department of San Leandro
San Leandro Human Services Commission	9	22-55 & over 55	City of San Leandro, Human Services Commission
San Leandro Recreation and Parks Commission	10	22-55	San Leandro residents and staff
San Leandro Senior Commission	11	Over 55	San Leandro Senior Commission and Paratransit Advisory Body
San Leandro Youth Advisory Committee	17	21 and under & 22-55	High school group of San Leandro residents
Washington Manor Middle School PTA	12	22-55	Parents and staff of Washington Manor Middle School
TOTAL	93		

South Planning Area	Number of Participants	Age Range	Group Characteristics
City of Newark Senior Advisory Committee	13	Over 55	Senior citizens
Dumbarton Bus Riders	7	22-55	Not recorded
Fremont Freewheelers Bicycle Club	11	22-55 & over 55	Women ride leaders for Cinderella training series
Individual members of the City Council Audience	10	22-55 & over 55	Individual members of audience, all there for different reasons
Newark Rotary Club	20	22-55 & over 55	Newark Rotary Club
Sierra Club - Southern Alameda County Group	9	22-55 & over 55	Environmental activists, including 1 City Council member and 2 Board of Supervisors staff
Union City Planning Commission	8	22-55 & over 55	City staff, City Attorney, appointed officials
TOTAL	78		

East Planning Area	Number of Participants	Age Range	Group Characteristics
Pleasanton Bicycle, Pedestrian and Trails Committee	10	Not recorded	Mixed group of youth and adult working on pedestrian, bike, trails improvement programs and projects
Pleasanton Chamber of Commerce - Vision 2015 Forum	10	22-55 & over 55	Local business owners
Pleasanton Senior Center/Paratransit Lead Staff	8	22-55 & over 55	Lead staff for senior center/ paratransit programs
Pleasanton Senior VIP Club	72	Over 55	Senior citizens club which includes primarily seniors from Pleasanton
Sierra Club - TriValley Group Executive Committee	5	22-55 & over 55	Environmental activists, residents of Livermore, Dublin, Pleasanton & nearby unincorporated Alameda County
Wheels Accessible Advisory Committee	8	22-55 & over 55	Tri-Valley seniors and people with disabilities
TOTAL	113		

Countywide	Number of Participants	Age Range	Group Characteristics
AC Transit Accessibility Advisory Committee	6	22-55 & over 55	Advisory group of seniors, people with disabilities and individuals who represent such groups.
Alameda County Public Health Nurses	19	22-55	A diverse group of public health nurses who live and provide services all over Alameda County.
Causa Justa: Just Cause	13	22-55	Latino and African American working adults
Service Learning for Leaders	19	22-55	Mixed group of educators and service providers
Service Review Advisory Committee (East Bay Paratransit)	20	Over 55	Seniors, people w/ disabilities a number of blind participants
Transportation Justice Working Group	6	22-55	Adults of various backgrounds residing in Alameda County who care about transportation issues in the Bay Area and locally in Alameda County
United Seniors of Oakland and Alameda County	6	22-55 & over 55	English speaking, majority low income seniors, mix race (African American/Black, white, Asian)
TOTAL	89		

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Join us to talk about transportation planning in Alameda County. Please come to one of the five upcoming workshops to participate in the development of the Alameda Countywide Transportation Plan update.

FOR MORE INFORMATION
Please call Maria Mayer,
Outreach Coordinator, MIG
at (510) 845-7549 or visit:
[www.alamedactc.com/
cwtp_tep](http://www.alamedactc.com/cwtp_tep)



attend a meeting!

Oakland—Thursday, February 24th

City of Oakland City Hall, 1 Frank H. Ogawa Plaza, Hearing Room 3
5:30–6:00 pm—Informational Open House
6:00–7:30 pm—Workshop

Fremont—Monday, February 28th

Fremont Public Library, 2400 Stevenson Blvd., Fukaya Room A
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

Hayward—Wednesday, March 9th

Hayward City Hall, 777 B Street, Conference Room 2A
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

San Leandro—Wednesday, March 16th

San Leandro Library, 300 Estudillo Avenue, Karp Room
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

Dublin—Thursday, March 24th

Dublin Public Library, 200 Civic Plaza, Community Meeting Room
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

*Another round of community workshops will be held in Fall 2011.
All locations are ADA and transit accessible. Individuals who require
special accommodations should contact MIG at least 72 hours in advance
of the workshop.*

Participe en la planeación del transporte del Condado de Alameda.

Por favor asista a uno de los cinco talleres y participe en el desarrollo del Plan de Transporte del Condado de Alameda.

Asiste a una reunión

Oakland—Jueves 24 de Febrero

City Hall de la Ciudad de Oakland, *Hearing Room 3*
1 Frank H. Ogawa Plaza
5:30–6:00 pm—Sesión informativa
6:00–7:30 pm—Taller

Fremont—Lunes 28 de Febrero

Biblioteca Pública de Fremont, *Fukaya Room A*
2400 Stevenson Blvd.
6:30–7:00 pm—Sesión Informativa
7:00–8:30 pm—Taller

Hayward—Miércoles 9 de Marzo

City Hall de Hayward, *Conference Room 2A*
777 B Street
6:30–7:00 pm—Sesión Informativa
7:00–8:30 pm—Taller

San Leandro—Miércoles 16 de Marzo

Biblioteca de San Leandro, *Karp Room*
300 Estudillo Avenue
6:30–7:00 pm—Sesión Informativa
7:00–8:30 pm—Taller

Dublin—Jueves 24 de Marzo

Biblioteca Pública de Dublin, *Community Meeting Room*
200 Civic Plaza
6:30–7:00 pm—Sesión Informativa
7:00–8:30 pm—Taller

Habrá mas talleres comunitarios en el otoño del 2011. Todos los lugares cuentan con accesos para discapacitados y transporte público.



PARA MAYOR INFORMACIÓN

Favor de llamar a Maria Mayer, Coordinadora de Alcance, MIG al (510) 845-7549 o visite: www.alamedactc.com/cwtp_tep

Personas que requieran adaptaciones especiales deberán llamar a MIG por lo menos 72 horas antes de iniciar el taller.

請參加阿拉米達縣的 交通計劃研討會

請閣下出席以下五個研討會當中的一個，共同討論阿拉米達縣範圍內的交通發展計劃。

Oakland – 2月24日，星期四

Oakland市政廳，公聽室3

1 Frank H.Ogawa Plaza

5:30–6:00pm 資料發放

6:00–7:30pm 研討會

Fremont – 2月28日，星期一

Fremont公共圖書館，Fukaya室A

2400 Stevenson Blvd.

6:30–7:00pm 資料發放

7:00–8:30pm 研討會

Hayward – 3月9日，星期三

Hayward市政廳，會議室2A

777 B Street

6:30–7:00pm 資料發放

7:00–8:30pm 研討會

San Leandro – 3月16日，星期三

San Leandro圖書館，Karp室

300 Estudillo Avenue

6:30–7:00pm 資料發放

7:00–8:30pm 研討會

Dublin – 3月24日，星期四

Dublin公共圖書館，社區會議室

200 Civic Plaza

6:30–7:00pm 資料發放

7:00–8:30pm 研討會

另一輪的社區研討會將在2011年秋季舉行。所有地點均有無障礙設施方便殘障人士，並有交通工具到達。



詳情

請電外展員Maria Mayer (MIG) 510-845-7549

或上網www.alamedactc.com/cwtp_tep

個別人士如需特別設施，
請於研討會前72小時聯絡MIG

Ủy ban giao thông quận hạt Alameda

Hãy đến cùng chúng tôi...

bàn về kế hoạch giao thông tại Quận hạt Alameda.

Vui lòng dự một trong năm buổi hội thảo sắp tới để tham gia vào việc phát triển các Kế hoạch Giao thông của Quận hạt Alameda.

Tại các buổi hội thảo, quý vị sẽ có cơ hội tìm hiểu về quy trình hoạch định và bàn thảo về các nhu cầu giao thông quan trọng nhất đối với quý vị!

Các góp ý của quý vị sẽ được sáp nhập vào dự thảo. Một đợt hội thảo khác sẽ được tổ chức vào mùa thu năm 2011 để xem xét và ra khuyến cáo về dự thảo.

ĐỂ BIẾT THÊM THÔNG TIN

Vui lòng gọi Maria Mayer, Điều phối viên Tiếp cận cộng đồng, MIG theo số (510) 845-7549

hoặc vào xem: www.alamedactc.com/cwtp_tep

Những người cần phương tiện thích nghi đặc biệt (thông dịch viên Ngôn ngữ ký hiệu Hoa Kỳ, thông dịch viên ngoại ngữ, nơi ngồi tiện đến, tài liệu in theo định dạng khác, v.v.) có thể liên lạc MIG ít nhất là 72 giờ trước khi bắt đầu hội thảo.

LẬP KẾ HOẠCH TẠI QUẬN HẠT ALAMEDA

hãy dự một buổi họp!

Thứ năm, 24 tháng hai — Oakland, 5 giờ 30 - 7 giờ 30 tối

Toà thị sảnh Thành phố Oakland—*Phòng họp 3 (1 Quảng trường Frank H. Ogawa)*
5 giờ 30–6 giờ chiều—Buổi giới thiệu Thông tin
6 giờ–7 giờ 30 tối—Hội thảo

Thứ hai 28 tháng 2 — Fremont, 6 giờ 30 - 8 giờ 30 tối

Thư viện công cộng Fremont —*Phòng Fukaya A (2400 Stevenson Blvd.)*
6 giờ 30–7 giờ tối—Buổi giới thiệu Thông tin
7 giờ–8 giờ 30 tối—Hội thảo

Thứ tư 9 tháng 3 — Hayward, 6 giờ 30 - 8 giờ 30 tối

Tòa thị sảnh Hayward—*Phòng hội họp 2A (77 B Street)*
6 giờ 30–7 giờ tối—Buổi giới thiệu Thông tin
7 giờ–8 giờ 30 tối—Hội thảo

Thứ tư 16 tháng 3 — San Leandro, 6 giờ 30 - 8 giờ 30 tối

Thư viện San Leandro—*Phòng Karp (300 Estudillo Avenue)*
6 giờ 30–7 giờ tối—Buổi giới thiệu Thông tin
7 giờ–8 giờ 30 tối—Hội thảo

Thứ năm 24 tháng 3 — Dublin, 6 giờ 30 - 8 giờ 30 tối

Thư viện công cộng Dublin —*Phòng họp cộng đồng (200 Quảng trường Civic)*
6 giờ 30–7 giờ tối—Buổi giới thiệu Thông tin
7 giờ–8 giờ 30 tối—Hội thảo

Một đợt hội thảo khác với cộng đồng sẽ được tổ chức vào mùa thu năm 2011.

Tất cả địa điểm đều tiện lợi cho Người khuyết tật theo quy định của đạo luật ADA (Americans with Disabilities Act, hay Đạo luật về Người khuyết tật Hoa Kỳ) và cho giao thông công cộng.

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WORKSHOPS
attend a community workshop in your area!

Please help **Alameda CTC** plan for transportation improvements and prioritize transportation investments over the next 25 years!

Thursday February 24th

5:30–7:30 pm

City of Oakland City Hall

5:30 – 6:00 pm

Informational Open House

6:00 – 7:30 pm

Workshop

Monday February 28th

6:30–8:30 pm

Fremont Public Library

(Fukaya Room A)

2400 Stevenson Blvd., Fremont

6:30 – 7:00 pm

Informational Open House

7:00 – 8:30 pm

Workshop

Wednesday March 9th

6:30–8:30 pm

Hayward City Hall

(Conference Room 2A)

777 B Street, Hayward

6:30 – 7:00 pm

Informational Open House

7:00 – 8:30 pm

Workshop

Wednesday March 16th

6:30–8:30 pm

San Leandro Library

300 Estudillo Ave., San Leandro

6:30 – 7:00 pm

Informational Open House

7:00 – 8:30 pm

Workshop

Thursday March 24th

6:30–8:30 pm

Join us at any one of the five upcoming community workshop to learn more about what's happening and tell us about your transportation needs.

Come to the workshop to get an overview of the Alameda Countywide Transportation Plan. Provide input on transportation needs, priorities and potential trade-offs. For more information, please visit the [project website](#).

Workshop locations are ADA and transit accessible. If you have special needs, please submit a notice to us via the [project website](#) at least two days in advance of the workshop.

Other ways to get involved

Take an online web questionnaire!

This short [online questionnaire](#) has been developed to help the Alameda CTC get a better understanding of what your transportation needs are. The questionnaire will be online from February 4th-March 15th.

Schedule a presentation at your community group.

Alameda CTC staff or advisory group members are trained and ready to make an educational presentation to your community group or organization about the planning process. If you are interested, use [this form](#) to request a presentation.

Request materials translation.

Chances are that you know someone who does not read or write English. The project team has staff available to translate project materials into Spanish, Chinese, Punjabi, Vietnamese or any other language you may need. Please contact us using

Dublin Public Library
(Community Meeting Room)
200 Civic Plaza, Dublin
6:30 – 7:00 pm
Informational Open House
7:00 – 8:30 pm
Workshop

[this form](#) to request materials in languages other than English.

[Forward email](#)



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Alameda County Transportation Improvement Authority | 1333 Broadway | Suite 300 | Oakland | CA | 94612



Countywide Transportation Plan Update Community Workshop Agenda 6:30-8:30 pm

Meeting Objective: Provide an overview of Alameda County Transportation planning efforts and opportunities and seek feedback from participants on project and program needs and priorities.

6:30-7:00pm	Open House	
7:00pm	1. Welcome	Alameda CTC Nelson Nygaard Cambridge Systematics MIG
7:10pm	2. Countywide Transportation Plan Overview Presentation <i>A brief overview of the planning process, key issues and preliminary findings by the project team</i>	
7:35pm	3. Small Group Discussion: Transportation Needs <i>A facilitated discussion about transportation needs in Alameda County. Participants will discuss and brainstorm transportation needs and discuss project and program priorities</i>	All
8:10pm	4. Small Group Reporting <i>Representatives from each of the small groups share the results of their small group discussion with the larger group</i>	
8:25pm	5. Next Steps <i>Staff will present the next steps on how the feedback from the workshop will be used in the development of the plans and highlight some next steps of the countywide plans development process</i>	
8:30pm	6. Close	

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Community Workshop



Presentation Overview

- ▣ What are:
 - The Countywide Transportation Plan (CWTP)?
 - The Transportation Expenditure Plan (TEP)?
- ▣ Funding Context
- ▣ Planning in a New Context
- ▣ Transportation Needs
- ▣ Process
 - Current Events
 - Next Steps
- ▣ Opportunities to Participate

Alameda Countywide Transportation Plan (CWTP) 2012

- ▣ Identifies transportation needs & priorities
- ▣ 25-year horizon
- ▣ Many funding sources
- ▣ Guides eligibility for regional funding
- ▣ Updated every 4 years

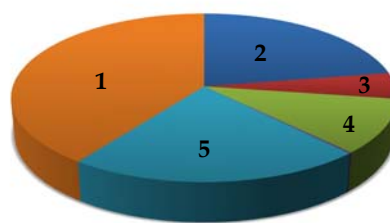


Transportation Expenditure Plan (TEP)

- ▣ Currently: “Measure B”
 - ½ cent sales tax
 - Passed by voters 1986
 - Reauthorized 2000
 - Valid 2002-2022
- ▣ Revenue Split:
 - 60% Programs
 - 40% Capital Projects

The TEP describes how
ONE FUNDING SOURCE
will be spent.

Current Measure B Funding Split

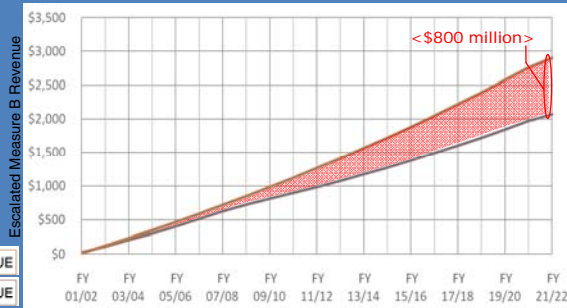


- 1 Capital Projects, 40%
- 2 Local Streets and Roads, 22%
- 3 Bicycle and Pedestrian Safety, 5%
- 4 Special Transportation for Seniors and People with Disabilities, 10.5%
- 5 Mass Transit, 22%

Current Measure B Shortfall

Measure B Revenue Forecasts:

- ▣ Original..... \$2.9 billion
- ▣ Current..... \$2.1 billion
- ▣ Projected Gap.....(\$800 million)
 - *Programs shortfall :*
(\$500 million)
 - *Capital Projects shortfall:*
(\$300 million)



Baseline	REVENUE
Current	REVENUE

Visible Results of Past Plans

I-680 EXPRESS LANE



Source: www.680expresslane.org

BART WARM SPRINGS EXTENSION



Source: www.bart.gov

Visible Results of Past Plans

I-238

SAN LEANDRO SLOUGH
BRIDGE



Source: East Bay Bicycle Coalition

Visible Results of Past Plans

LAVTA TRI-VALLEY
RAPID

SAFE ROUTES TO SCHOOL
PARTNERSHIP



Source: www.wheelsbus.com/trivalleyrapid/buses.html

Planning in a New Context

New Legislative Environment

- ▣ **Assembly Bill 32:** The California Global Warming Solutions Act
- ▣ **California Senate Bill 375:** Redesigning Communities to Reduce Greenhouse Gases
- ▣ **MTC's Resolution 3434:** Transit-Oriented Development (TOD) Policy for Regional Transit Expansion Projects.

Planning in a New Context

- ▣ Regional Plan changing
 - First Sustainable Communities Strategy
 - New performance measures



Needs: Overview

- ▣ Balancing Act:
 - Between Modes
 - Between Planning Areas
 - Maintenance vs. Expansion
 - Current Needs vs. Future Needs



Needs: Highways & Roads

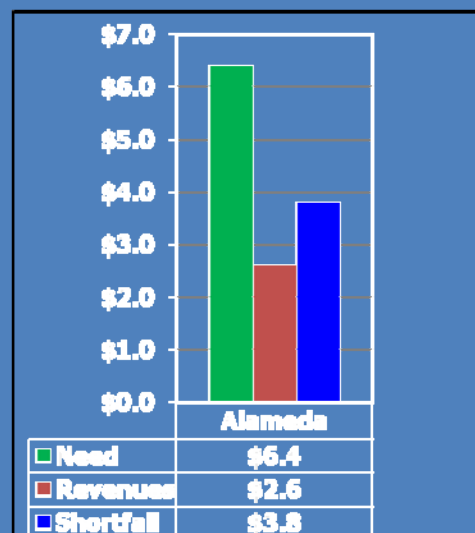
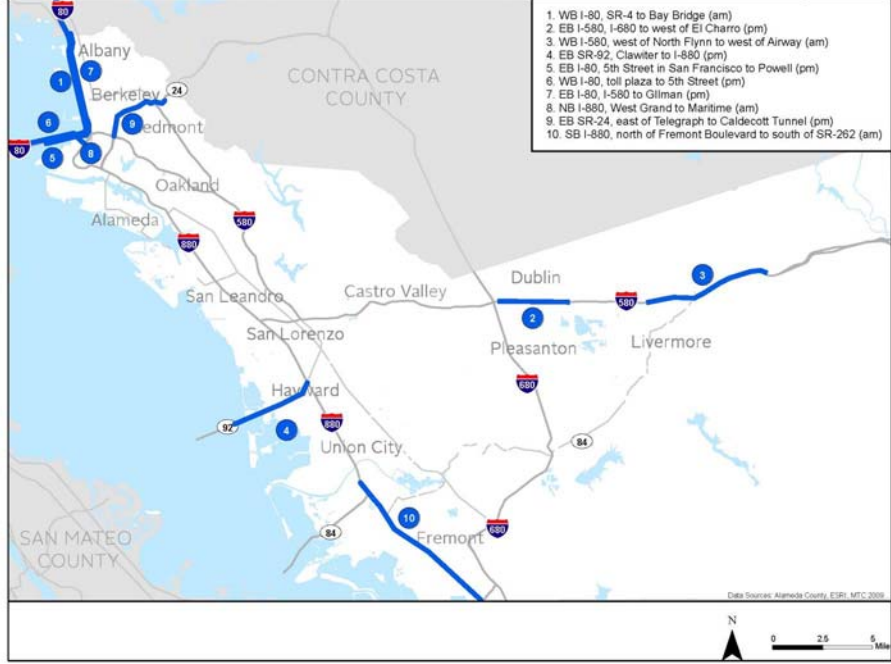


FIGURE 1: TOP TEN CONGESTED FREEWAY CORRIDORS IN ALAMEDA COUNTY 2009



Needs: Transportation System Management (TSM)

511.org - SF Bay Area

511 Home | Get Around | Go Green | Call 511 | About 511 | Mobile & Apps

Welcome to 511.org

511 is your one-stop phone and web source for up-to-the-minute transportation information. It's FREE and available whenever you need it - 24/7 - from anywhere in the nine-county Bay Area.

Public Transit Trip Planner

Start: Address, Intersection or Landmark, City, CA
 End: Address, Intersection or Landmark, City, CA
 When: Leave at: Friday, 12/17/2010
 Time: 6:00 AM
 Preferences: Max walking: 1/2 Mile
 Additional Options: [Plan Trip](#)

Current Traffic Conditions

Map showing traffic congestion levels across the Bay Area (San Francisco, Oakland, Livermore, etc.). Legend: No congestion, Moderate, Heavy, Stop and go.

Real-Time Transit Departures

Agency/Stop: - or - Stop ID (look up Stop ID)
 Transit Agency: Select an Agency
 Route: Select a Route
 Direction: Select a Direction
 Stop: Select a Stop

Announcements

- Participate in Research: Take our survey and you may qualify for a paid research study.
- Map it, Bike it, Park it: Free bike routes, maps, parking, tips, and more.
- Departure Times Textiles: Text your Stop ID# for current transit departures.
- Get your Clipper Card Now: Sign up today.
- FasTrak: Keep moving with FasTrak®. It's free, you're just preparing your tolls. Available at select retail locations. Find a retailer or apply online.

Get Driving Times

[Current Driving Times](#)

Friday, December 17, 2010

Needs: Parking & Transportation Demand Management (TDM)

- ▣ Some ideas of how to integrate Parking/TDM into CWTP
 - Fund Purchase of New Parking Technology
 - Incentivize policy changes through grants
 - Fund training programs, technical assistance and symposia on best practices
 - Work with private sector (e.g. employers) to provide shuttles and TDM programs



Needs: Public Transit

- ▣ Financial Sustainability
- ▣ Increasing Demand
- ▣ Cost-Effective Solutions
- ▣ Expansion versus Sustaining/Enhancing Current Services
- ▣ Connectivity



Needs: Transit Funding



- ▣ \$8 billion region-wide transit operating deficit
 - 2010- Severe AC Transit service cuts
 - 2009- AC Transit fares raised
 - March 2011 – additional AC Transit service cuts under consideration
 - BART: \$5.8 billion, 25-year capital deficit
 - All transit operators affected

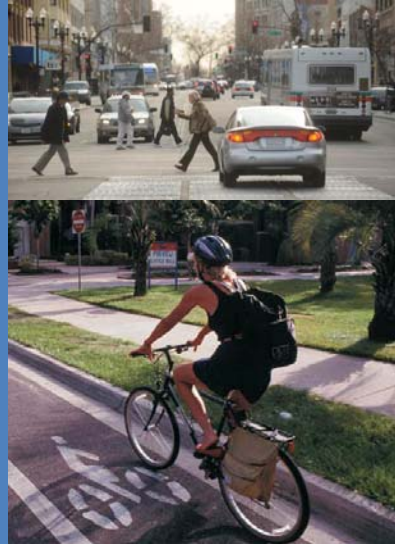
Needs: Accessible Transportation

- ▣ Enhanced Public Transit
- ▣ Enhanced Paratransit Service
- ▣ Safe Pedestrian Environment
- ▣ Connectivity
- ▣ Information
- ▣ Affordability



Needs: Bike and Pedestrian

- ▣ Physical Barriers
- ▣ Connectivity Gaps
- ▣ Safety
- ▣ Safe Routes to School
- ▣ **Potential Projects:**
 - Complete Bay Trail
 - East Bay Greenway
 - Iron Horse Trail
 - Alameda Creek Bridge



Needs: Goods Movement



- ▣ Recurrent congestion
- ▣ Increased competition
- ▣ More conflicts between freight needs and passenger vehicle needs
- ▣ **Potential Projects:**
 - Altamont Pass - truck climbing lane
 - Oakland Trade & Industry Center (OTIC)
 - Maritime Air Quality Improvement Plan (MAQIP)
 - Truck parking management

Future Schedule

2011:

- ❑ Draft CWTP Projects/Programs – July
- ❑ 1st Draft CWTP – September
- ❑ TEP Project/Program Packages – September
- ❑ 2nd Draft CWTP, Draft TEP -November

2012:

- ❑ Draft CWTP-TEP Plans Released – January
- ❑ Adopt Final CWTP-TEP Plans- July
- ❑ TEP Submitted on Ballot – August
- ❑ Election – November

Project Website

www.alamedactc.org



E-Alerts

ALAMEDA CTC

CWTP/TEP Project

STAY INFORMED!
Sign up for email notifications and get all the latest news delivered to your inbox.

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GLOSSARY
DIRECTIONS
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

Welcome to the Alameda County Transportation Planning Page!
Thank you for your interest in long-range planning for the future of our transportation system in Alameda County. Two major Plans are underway that guide future transportation improvements:

The **Alameda Countywide Transportation Plan (CWTP)** lays out a strategy for meeting transportation needs for all users in Alameda County. This plan includes projects and other improvements for new and existing bikeways, local streets and roads, public transit (garage/bike, buses, rails, ferries) and facilities and programs to support bicycling and walking. Projects are required to be in the Countywide Transportation Plan to compete for funding on the regional, state and national level.

The **Transportation Expenditure Plan (TEP)** identifies the funding priorities for an extension of the existing Transportation Sales Tax, known as Measure B. The TEP includes transportation infrastructure projects like roadway maintenance, bicycle, pedestrian, transit and paratransit improvements, and programs supporting biking, walking, transit and paratransit operations. The Transportation Expenditure Plan will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass.

The **Countywide Bicycle and Pedestrian Plans** are currently being updated. Specific information about these efforts can be found on the project website.

Transportation Plan Updates Underway
Alameda County Transportation Commission is currently updating the CWTP and developing the Transportation Expenditure Plan. A new sales tax measure is slated to be on the ballot in 2012. Currently, Measure B is a key source of funding for transportation projects in Alameda County. Projects and programs for the TEP will be drawn from the CWTP.

To develop the Plans, Alameda CTC is working with a Steering Committee, Community Advisory Working Group and Technical Advisory Working Group. These committees include representatives from fifteen local jurisdictions, six transit operators, Caltrans District 4, the Port of Oakland, MTC and other community and agency stakeholders to identify and prioritize projects and programs.

Public input is important to this process.
Learn how you can [participate in the planning process](#) and provide your input at essential project milestones.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

ALAMEDA

SEARCH

Related Content

- About CWTP
- About TEP
- CWTP/TEP Project
- CWTP/TEP Project Library
- How to Get Involved
- Online Survey
- Plan Development Committee
- Project Meetings and Media Documentation
- Project Schedule and Events

Broadway

THANK YOU!
QUESTIONS?

Questions for your Small Group

1. What are your transportation-related **needs**? Should certain **needs** be prioritized over others (for example, maintenance over expansion; transit affordability over transit service restoration, etc)?
2. What are some specific **projects or programs** that you would like to see as priorities in the upcoming planning efforts?



Countywide Transportation Plan Update Community Workshop Comment Card

Please use this sheet to record any comments that you would like to share.

Don't forget to turn in your form before leaving the workshop!

*What are your transportation-related **needs**? Should certain **needs** be prioritized over others (for example, maintenance over expansion; transit affordability over transit service restoration, etc)?*

Please turn over...

What are some specific **projects or programs** that you would like to see as priorities in the upcoming planning efforts?

Other comments...

Please hand in your comment sheet as you leave



Countywide Transportation Plan Update Community Workshop Evaluation

Please take a minute to give us your feedback

- 1. Did the workshop add to your interest in the Alameda Countywide Transportation Planning Process?
 Yes No
- 2. Did the workshop enhance your understanding of the issues and needs for transportation planning in Alameda County?
 Yes No

3. Please rate the following aspects of the workshop:

	Excellent	Good	Fair	Poor	No Opinion
A. Workshop notification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Open House and Handout Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Presentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Meeting location/facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Small group discussion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Workshop overall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. How did you hear about the workshop? **Check all that apply**

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|------------------------------|
| Newspaper | Website | E-Mail | Friend | Other <i>please describe</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

5. Please share any other comments below:

Optional Questions

6. What is your race or ethnic identification? (select one or more)

- | | |
|---|--|
| <input type="checkbox"/> American Indian or Alaska Native | <input type="checkbox"/> White/Caucasian |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Spanish, Hispanic or Latino |
| <input type="checkbox"/> Black/African American | <input type="checkbox"/> Other: |
-

7. What is your household income level? (select one)

- | | |
|--|---|
| <input type="checkbox"/> \$0-\$25,000 | <input type="checkbox"/> \$75,000-\$100,000 |
| <input type="checkbox"/> \$25,000-\$50,000 | <input type="checkbox"/> Over \$100,000 |
| <input type="checkbox"/> \$50,000-\$75,000 | |

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Appendix E: CWTP Projects/Programs List from Outreach

Alameda County Transportation Commission

Appendix E: CWTP Projects/Programs List from Outreach

The following list of Projects and Programs was compiled based on public participation input generated between January and March, 2011.

The Alameda CTC defines Projects and Programs as follows:

Projects

Projects are large capital projects such as interchange improvements or major transit stations that are anticipated to have air quality impacts and will require modeling. Projects are often regionally significant.

Programs

Programmatic suggestions often include locally significant projects like local road and sidewalk repairs that are incorporated into the broader Program category. Paratransit and Bicycle and Pedestrian related suggestions are also included in Programs.

Projects

Projects	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Highways/Roads			
Add 4th lane on 238/Altamont for trucks			X
Additional direct roads for through traffic (connect SJ Valley to Silicon Valley)			X
Create freeway DRH lane to San Leandro Marina		X	
Expand Lleweling Blvd. eastward to E. 14th St.		X	
Make Washington 4 lane north to Tunnel		X	
Improve Sacramento St. between Ashby and Rose Streets in Berkeley	X		
Stop and go lights on Ashby Ave. entering 80 North	X		
Interchange Capacity and Improvements			
Industrial			X
Winton			X
A Street			X
Hesperian/ I-880			X
238 to go south & traffic to go SSB to I-880	X		X
Improvements at Davis			X
Hesperian/Lewelling Interchange			X
580/680 interchange	X		
580 Fallon/El Charro			X
580 Hacienda			X
Downtown San Leandro bypass			X
84 Widening/expressway: El Charro to Stanley	X		X
Connect 84 to 880	X		
Expand frontage roads: North of 580 between 1st Street and Fallon Road	X		
Highway 84 from 680 to Pigeon Pass	X		X

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Projects

Projects	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Transit			
Dumbarton rail extension	X	X	X
Trolley Buses			X
BART Extension to San Jose/San Jose Airport	X	X	X
EBOT	X		X
BART Irvington Station	X	X	
BART to Livermore (via 580)	X	X	X
BART to Livermore (via downtown)	X	X	
BART to Newark		X	X
BART to Vasco Road/ Connect to ACE	X		X
BART to Warm Springs	X		
BART around the Bay		X	X
HSR through Altamont pass	X		
BART through Altamont Pass with station providing commuter rail connection	X		
Bike and Pedestrian			
Bike Lane to SF	X	X	X
880 Overpass			X
Grade separations and overcrossings			X
East Bay Greenway	X	X	X
Oakland/Alameda Crossing	X	X	
Complete Iron Horse trail	X	X	X
Goods Movement			
Developing a westbound HOV lane on I-580 to promote goods movement flow.			X
New freight rail connections between East Bay and North Bay via Hwys 80, 37 and 101.	X		
I-680/I-580 truck freight lanes		X	
Co-locate rail S.I.T. (Port of Oakland and Stockton/Fresno)		X	

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Accessible Transportation			
Make entire Iron Horse Trail motorized wheelchair accessible		X	
Highway			
I-80 south interchange signage			X
I-880/Dumbarton	X		X
I-880/Whipple			X
Northbound on ramps @ industrial (no off ramp)			X
SR-84 @ Niles Canyon			X
680/880 connector			X
I-80 improvements for greater freeway efficiency			X
680 Interchange south improvements at Mission (pavement surfacing)			X
I-680 /Auto mall			X
NB 680 HOT lane	X		X
Widening 84 from 680 to Pigeon Pass	X		X
Harrison/Oakland 580 Improvements	X		
880 Northbound from Whipple in Union City - congestion management in corridor			X
880 Congestion Relief	X	X	X
Improve surface of 880 south of Broadway	X		
Local Roads			
Local streets: Thornton Ave and Peralta			X
Niles Canyon Road: Safety issues and need for improvements			X
Fremont @ Peralta (grade separation)			X
Decoto Road			X
All major roadways w/ rail crossings need grade separation			X
Shinn International Station			X
E/W mobility improvements (including pedestrian amenities) in San Leandro, especially along San Leandro Blvd/David and Nelson			X
Widen Dublin Blvd to North Canyon in Livermore to relieve congestion on 580			X
El Charro Rd. to Stanley roadway expansion	X	X	X
Mission Blvd Improvements	X		X
3-way signal on San Pablo and Park Ave.		X	
12th Street Improvements	X		X
Repave Marin between Albany and Marin Cricle	X		
Improved connection between Alameda and Fruitvale BART	X		
LAMMPS Project, Oakland	X		
Perkins Street	X		
Potholes at Telegraph/55th	X		
Upper Park (Leimert-Mountain)	X		

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Broadway/Jackson improvements between Alameda and Oakland Chinatown	X		
Planning \$\$ to remove 980	X		
Update underground utilities during road maintenance		X	
Fix potholes in East Oakland		X	
Maintenance for Oakland streets in general		X	
Improve signal timing in Berkeley, i.e., at Hearst and Oxford Streets	X		
Harrison/Oakland Ave	X		
Congestion Relief			
Relieve traffic congestion in W. Winton/Southland corridor for bikes and cars			X
40th street/MacArthur Road diet		X	
Traffic safety along rural roads			X
Transit			
Service Restoration	X	X	X
Extended transfer times	X	X	X
Transit Amenities	X	X	X
Extended Transit Hours	X	X	X
Expanded ACE service (connect to BART in Fremont and Livermore)	X		X
Light rail San Jose to Fremont BART	X		
MacArthur BRT	X	X	
Telegraph-International BRT	X		
Express Bus Routes (I-580)	X		
Capital Corridor at Union City	X		
Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave	X		
Free ECO-Pass, Youth Bus Pass	X	X	X
24 Hour BART	X		X
Bathrooms on BART	X		X
Bikes on BART at all times	X		X
Education: For riders and operators	X	X	X
Next Bus	X		X
Improved transit connections to BART	X	X	X
Eastmont Mall connection to Walmart and BART			X
Continued funding of transit in the Tri-Valley			X
72R stop in front of St. Mary's Center going downtown		X	
Transit connections to Vallejo and Tracy	X		
Transit connection to Alameda	X		
Increase service on the 88	X		
AC Transit bus #31 to continue service during the week and weekends	X		
A BRT transit hub linking to high-speed rail (feeder line)		X	

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Allowing private transit service to complete and provide as feeder to public agency transit route in place		X	
Separate bike train for BART commuters		X	
Educate parents on wise use of transit during evening activities at their childrens' schools		X	
Encourage taxi use		X	
Improve bus connectivity between East Bay and South Bay		X	
Increased Capitol Corridor service	X		X
Have AC Transit operations objectively analyzed by an outside group of operations experts			X
Light rail line from Sather Gate to Jack London Square and Amtrak station			X
Depress Main Line between Fallon and U.P. Yard			X
BART/Amtrak connection in West Oakland			X
Light rail down Mission Blvd. through E. 19th Ave.	X		
Rail connection Fremont to Palo Alto		X	
Local Shuttles			
Free Senior Shuttles to Senior Center	X		
Shorter and more direct shuttle routes	X		X
Broadway Shuttle	X		
Shuttle from Berkeley Hills to Shattuck	X		
Shuttle Alameda to Oakland	X	X	
Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely		X	
Safe/sustainable water taxi Oakland/Alameda		X	
Transit and Paratransit Operations			
Improve wheelchair accessibility for BART and bus	X		
Bike and Pedestrian			
Improvements along Fremont Blvd. and 680			X
Highway crossings	X	X	X
Bike Safety	X	X	X
Safe Routes to School	X	X	X
Bike Parking	X	X	X
Bicycle sensors at intersections	X		
Create one ways on congested streets to open up bicycle lanes		X	
More bike lockers at Fremont BART station	X		
Designated bike lanes/International Blvd. or San Leandro St./E. 12th		X	
More bike lanes (Class 2) on Bay Farm		X	
Complete Bay Trail	X		
Bicycle path access to shoreline/marinas	X		
Bicycle and pedestrian improvements to Davis Street in San Leandro		X	
Bike lane on Richmond/San Rafael Bridge.		X	
Bike lane on Industrial Blvd. in Hayward	X		

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Foothill bike path		X	
9th St Bicycle crossing at Ashby to Emeryville Greenway	X		
Ped Safety			
Alcatraz/Colby	X		
Downtown Oakland highway underpasses (880, 580)	X		
Gap Closure			
Sidewalk/bike path gap closer to Cal State Hayward			X
San Leandro Blvd Bike Improvements			X
Hesperian/92 bike connection			X
Wayfinding signage			X
EBRPD Tassajara Creek trail	X		X
Bike/Ped path along I-580 to Livermore			X
Pleasanton to Dublin bicycle connection			X
Stone Ridge Drive to Livermore Trail			X
Bike Bridge: Over Tennyson road in Hayward			X
Gilman I-80 undercrossing	X		
Bike Lanes			
Oakland	X	X	
Industrial Blvd. in Hayward	X		
Albany	X		
San Pablo Ave.	X	X	
Fremont, connect to Santa Clara	X		
Fremont: Railroad reuse			X
Niles Canyon	X		X
Crow Canyon between Castro Valley and San Ramon	X		
Castro Valley Blvd.		X	
Goods Movement			
Shore power for ships at the Port of Oakland	X		
Expand use of rail to and from Port of Oakland	X		X
Expand use of rail for goods movement to get trucks off roads			
Use waterways to move freight		X	
Create separate truck routes for goods movement	X		
Transportation System Management			
Wayfinding Signage		X	X
Congestion Pricing	X		
I-580 HOV lane	X		
Expanded Ferry Service	X		
Signal synchronization	X		X
680 North Carpool Lane	X		
Parking and Transportation Demand Management			
Transit Incentives	X	X	X
Expand Clipper Cards to include payment for taxi service			X
Carsharing	X		
Parking structures at Greenville and Isabel	X		

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Parking at bus terminals		X	
Decrease or eliminate parking requirements, eliminate government subsidies of parking facilities		X	
Improve information on interfaces between non-car travel modes on websites (actransit.org and 511.org) - e.g., increase "max walking distance" to allow for longer bike trips between transit and destination	X		
Improve and update Rideshare technology, methodology and information	X		
Improve parking at BART Dublin	X		
Transportation and Land Use Program			
TOD: West Dublin	X		X
TOD: Downtown Dublin			X
TOD: Oakland Coliseum	X		
TOD: West Oakland	X		
TOD: MacArthur BART	X		
TOD: 19th Street BART	X		
TOD: Ashby BART	X		
TOD-streetscape: Telegraph/International Boulevard	X	X	
TOD: San Leandro BART	X		
TOD: Fremont BART	X		
TOD: Fruitvale BART	X		
TOD/infill: Lake Merrit	X		
Infill Station: San Antonio	X		
Infill Station: 98th Ave	X		
Infill Station: Solano Ave	X		
ABAG & MTC can help coordinate West Oakland Area Plan Project to improve Army Base efficiency		X	

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Appendix F: CWTP Stakeholder Outreach

Alameda County Transportation Commission
Appendix F: CWTP Stakeholder Outreach – Initial Community Groups
Stakeholder List

Environment and Conservation

Asian Pacific Environmental Network
Coalition for Clean and Safe Ports
Greenbelt Alliance
Oakland Climate Action Coalition Members
Sierra Club
Waterfront Action

Accessibility, Disabilities and Seniors

AARP Berkeley
AARP Newark
Alameda Senior Citizens
Alameda Senior Council
Alameda Special Olympics
Asians and Pacific Islanders with Disabilities
Building Opportunities for Self Sufficiency (BOSS)
Center for Independent Living: Headquarters, Ed Roberts Center
Center for Independent Living: Downtown Oakland
Center for Independent Living: Fruitvale
Community Resources for Independent Living
Community Resources for Independent Living Tri-Valley Branch Office; City of Livermore Multi-Services Center
Corporation for Supportive Housing
Disabled American Veterans: Alameda
Disabled American Veterans: Berkeley
Disabled American Veterans: Fremont
Disabled American Veterans: Oakland
East Bay Korean-American Senior Service Center
Foundation for Self Reliance
Human Outreach Agency
La Familia Developmental Disabilities
Masonic Home for Adults
Senior Action Network

Senior Services Foundation
Senior Support Program of the Tri-Valley
St. Joseph's Center for the Deaf
California School for the Deaf
California School for the Blind
United Seniors of Oakland and Alameda County

Environmental Justice

Bay Area Regional Health Inequities Initiative
Breathe CA
Communities for a Better Environment
Envirojustice
Filipino Advocates for Justice
Genesis, Transportation Task Force
Movement Generation
Urban Habitat

Standing Committees at Local Jurisdictions

Oakland BPAC
Other cities

Transportation and Non-Motorized

AAA Oakland
AAA Oakland Rockridge
AAA San Leandro
AAA Berkeley
Albany Strollers and Rollers
Bike Alameda
California Walks
City CarShare
East Bay Bicycle Coalition (EBBC)
Ed Roberts Campus
Freemont Freewheelers Bicycle Club (FBBC)
Great Communities Collaborative local partners
Rides for Bay Area Commuters
San Joaquin, Contra Costa, Santa Clara CMAs
SF Bay Walks
TransForm

Walk and Roll Berkeley

Walk Oakland Bike Oakland (WOBO)

Political Advocacy and Public Representatives

California League of Women's Voters

County and local elected officials

Economic and Workforce Development

Alameda Chamber of Commerce

Alameda County Chamber of Commerce

Albany Chamber of Commerce

Asian Employees Association at the Port of Oakland

Asians for Job Opportunities

Bay Area Council

Berkeley Chamber of Commerce

Cal State East Bay Small Business Development Center

Central Business District Assn. of Oakland

Downtown Berkeley Association

Dublin Chamber of Commerce

Charter

East Bay Innovations Inc.

EASTBAY Works, Inc

Economic Council for West Oakland Revitalization

Filipinos for Affirmative Action

The Fremont Chamber of Commerce

Hayward Chamber of Commerce

Livermore Chamber of Commerce

Livermore Downtown Inc.

Newark Chamber of Commerce

Oakland Business Association

Oakland Chinatown Chamber of Commerce

Piedmont Chamber of Commerce

Pleasanton Chamber of Commerce

San Leandro Chamber of Commerce

Union City Chamber of Commerce

Tri-Valley Business Council

Education and Art

American Indian Public Charter School
Anchor Education, Inc.
Black United Front for Educational Reform
Brandon C Smith S Youth Foundation for the Arts
Center for Cities and Schools
Community Counseling & Education
Community Education Foundation for San Leandro
Lincoln Elementary
Low-Income Families Empowerment Through Education (LIFETIME)
Oakland Asian Students Educational Services (OASES)
Ohlone Foundation
Pleasanton Cultural Arts Foundation

Community Empowerment

African American Development Association
African American Development Institute
Alliance of Californians for Community Empowerment (ACCE)
Asian Neighborhood Design
Asian Pacific Fund
Californians for Justice
Cambodian Community Dev., Inc.
Causa Justa: Just Cause
Change to Come
Chinese Consolidated Benevolent Association
East Bay Community Law Center
East Bay Resource Center for Non-Profit Support
Farrelly Pond Neighborhood Association
Genesis
Prescott-Joseph Center for Community Enhancement
Rotary Club of Alameda
Rotary Club of Berkeley
Rotary Club of Castro Valley
Rotary Club of Dublin
Rotary Club of Fremont
Rotary Club of Hayward

Rotary Club of Livermore
Rotary Club of Newark
Rotary Club of Oakland
Rotary Club of Pleasanton
Rotary Club of San Leandro
Rotary Club of Union City
Rebuilding Together Oakland
Tri-City Volunteers
Urban Strategies Council
Vietnamese American Community Center of the East Bay

Unions and Trade

Homebuilders' Associations
Unions

Public Health

Alameda County Public Health
Alameda Alliance for Health
Asian Communities for Reproductive Health
Asian Community Health Service (Richmond)
La Clínica Monument
Asian Community Mental Health Services
Asian Health Services
BAAQMD Advisory Board

Affordable Housing, Homelessness and Tenants Groups

Adventist Homeless Action Team
Affordable Housing Associates
Black Property Owners Association
East Bay Housing Organizations
Echo Housing Hayward
Echo Housing Livermore
Echo Housing Oakland
Eden Housing, Inc.
Housing Rights Inc.
Resources for Community Development
San Leandro Fair Housing Committee

Ethnic and Culture

21st Century Multi-Cultural Community
Afghan Society
Afghan Women's Association International
Alameda Cultural Diversity Committee
Alameda Multi-Cultural Community Center
Asian Immigrant Women Advocates
Asian Week Foundation
Association of Africans and African Americans
Blackhouse Cultural Center Inc.
Cantonese Association of Oakland
Chinese American Citizens Alliance, Oakland Lodge
East Bay Vietnamese Assoc
Filipino Community of Alvarado and Vicinity
Gujarati Cultural Association of the Bay Area
Hispanic Family of California Inc.
Indigenous Nations Child & Family Agency-Berkeley
Indigenous Nations Child & Family Agency-San Leandro
Japan Pacific Resource Network
Kanzhongguo Association Inc.
Korean Community Center of the East Bay
Lao Family Community Development, Inc.
NAACP - Hayward and Oakland
Oakland Asian Cultural Center
Oakland Chinese Association
Organization of Alameda Asians
Padres Unidos Association
San Lorenzo Village Community Hall

Crime

African American Advisory Committee on Crime
African American Art & Culture Complex
Oakland Safe Streets Committee

Social Services

Alameda Co. Social Services Agency - San Pablo, Oakland
Alameda Co. Social Services Agency - Foothill Blvd, Oakland
Alameda Co. Social Services Agency - Enterprise Way, Oakland
Alameda Co. Social Services Agency - Hayward
Alameda Co. Social Services Agency - Fremont
Alameda Co. Social Services Agency - Livermore
Centro de Servicios Corp.
City of Fremont - Family Resource Center
Filipino-American Community Services Agency
Japanese American Services of the East Bay
Salvation Army Hayward Corps
Serra Center

Hunger

Alameda County Community Food Bank

Youth and Families

Alameda County Youth Development Inc.
Calico Center
Alameda County Family Justice Center
Chosen out of Love
Development Center for Children, Youth & Their Families
East Bay Asian Youth Center
East County Boys and Girls Club
Family Bridges Inc.
Family Paths - Fremont
Family Paths - Oakland
Family Paths - Hayward
Family Services of San Leandro
Foundation for Rehabilitation and Development of Children and Family
Greater New Beginnings Youth Services Inc.
Korean Youth Cultural Center
Newark Soccer Club Inc.
Oakland Concerned Men's Youth Program
Peacemakers Inc.

Planned Parenthood San Leandro
Planned Parenthood Oakland
Board of Directors of Kidango
Vietnamese Youth Development Center

Faith

Alameda Korean Presbyterian
Sikh Temple, Hayward
Sikh Temple, Fremont
Berkeley Zen Center
Beth Eden Baptist Church of Oakland California
Buddhist Temple of Alameda
Center for Lesbian and Gay Studies in Religion and Ministry (CLGS.org)
Chabad of the Tri-Valley
Community of Grace
Congregations Organizing for Renewal
East Bay Vietnamese Alliance Church of the Christian and Missionary
Filipino Community Christian Church
Fundamental Gospel Baptist Church
Grace Chinese Church
Harbor House
Hindu Community and Cultural Center
Iglesia Bautista Ebenezer
Iglesia Luz Del Valle
Islamic Center of Pleasanton-Dublin
Islamic Center of Fremont
Korean Grace Presbyterian Church
San Leandro Hebrew Congregation-Temple Beth Sholom
Southern Alameda County Buddhist Church
Tri-City African Methodist Episcopal Church
Tri-Valley Chinese Bible Church
Tri-Valley Housing Opportunity Center
Tri-Valley One-Stop Center
Unity Council
Vietnamese Alliance Church of Union City

Alameda County Transportation Commission Appendix F: CWTP Stakeholder Outreach – Targeted Follow-up

To ensure broad outreach efforts, a stakeholder list was compiled of various organizations throughout Alameda County. Organizations on this list were sent emails approximately every other week advertising upcoming workshops and encouraging participation in the planning process (Four total).

In advance of the Dublin workshops, emails and calls were made to organizations on the contact list in the East County area.

The project team met to discuss outreach efforts and determined that more active efforts were needed to encourage participations from non-English speakers.

Tess Lengyel, Alameda CTC, suggested the following contacts:

Contact Suggested	Action Taken	Response
Jenny Ong, Oakland Chinatown Chamber of Commerce	Sent email	None
Ruben Briones, Alameda County Board of Supervisors, District 2	Tess sent email to Ruben	Ruben's suggested contacts are listed below

Ruben Briones, Alameda County Board of Supervisors, District 2, suggested the following contacts:

Non-English speaking Organization Suggested (including direct contact)	Action Taken	Response
Asian Health Services	Sent email 3/22	None
AnewAmerica	Sent email 3/22	None
Asian Pacific Environmental Network	Sent email 3/22	Vivian Huang did an outreach session and submitted 20 completed questionnaires
Catholic Charities of the East Bay	Sent email 3/22	None
Citizens for Better Community	Sent email 3/22	None
Family Bridges, Inc.	Sent email 3/22	None
Filipinos for Affirmative Action	Sent email 3/22	None
Lao Family Community Development Inc.	Sent email 3/22	None
Hispanic Community Affairs Council	Sent email 3/22	None
Centro Legal de la Raza	Sent email 3/22	None
Congregations Organizing for Renewal	Sent email 3/22	None
La Familia Counseling Services	Sent email 3/22	None
Oakland Community Organizations	Sent email 3/22	None
Spanish Speaking Citizens' Foundation	Sent email 3/22	None
Unity Council	Sent email 3/21, called	MIG held conference call on 4/7 with Executive Director, COO and Real Estate Director to discuss strategies for future engagement
Street Level Health Clinic	Sent email 3/22	None

Diane Stark, Alameda CTC suggested the following contacts in the Fruitvale and Cherryland/San Lorenzo areas:

Organization Suggested	Action Taken	Response
Allen Temple	Called, phone number listed was disconnected	None
The Unity Council	See above	See above
East Bay Asian Youth Center (EBAYC)	Sent email 3/3	None
Mujeres Unidas	Sent email 3/21, called	None
Cherryland Homeowners Association	Sent email 3/21	None
Alameda County Redevelopment	Sent email 3/22, called	Spoke to Tony Rossi, contact for Cherryland area. They have a quarterly newsletter that was just sent out. We could run a story or notice in the August edition
Cherryland School District	None, will contact during future outreach phases	N/A
San Lorenzo School District	Sent email	Sent email to Jerry Rank, Transportation Director, who agreed to forward it to the Superintendent of Business
St Johns Church	None, will contact during future outreach phases	N/A
St Johns Catholic School	None, will contact during future outreach phases	N/A
Hayward Adult School	None, will contact during future outreach phases	N/A

Lindsay Imai, Urban Habitat and CAWG member, sent the following suggestions in February:

Contact Suggested	Action Taken	Response
Building Opportunities for Self Sufficiency	Called, emailed week of 3/3	None
EBAYC	Called, emailed week of 3/3	None
Lifetime	Called and spoke with Dawn, emailed week of 3/3	None
Pueblo	Called, emailed week of 3/3	Spoke with Grey, he said Pueblo is a youth group and would consider presenting the info

Betsy Morris, EBBC and CAWG member, sent the following suggestions. These contacts will be engaged during future outreach phases.

Contact Suggested	Action Taken
Renee Rivera, EBBC ED	None at this time, will contact during future outreach phases
East Bay Asian Local Development Corporation	None at this time, will contact during future outreach phases
Berkeley Adult School	None at this time, will contact during future outreach phases
Karen Chapple of UC Berkeley College of Environmental Design/Dept. of City & Regional Planning.	None at this time, will contact during future outreach phases
Chinese Chamber of Commerce	None at this time, will contact during future outreach phases
Viola Gonzalez, New America Corporation	None at this time, will contact during future outreach phases
Aimee Fisher, ED, Bay Housing Organizations	None at this time, will contact during future outreach phases
Laney College; Foothills College, and various community colleges	None at this time, will contact during future outreach phases
St. Joseph, Berkeley	None at this time, will contact during future outreach phases
St. Elizabeth's, Oakland	None at this time, will contact during future outreach phases

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MEMORANDUM

To: CWTP-TEP Steering Committee
From: Bonnie Nelson
Date: April 20, 2011
Subject: Title VI Analysis on Transportation Investments

As it relates to transportation investments, Title VI of the Civil Rights Act is designed to ensure that projects do not have an inequitable impact on minority and low income populations. This has implications throughout the development and implementation of a project from the beginning stages of outreach through actual on-going operations. In the early stages of the Countywide Plan development, we have focused on the Title VI implications for outreach, and worked diligently to ensure that all communities had access to information and multiple and varied opportunities to participate in the planning process. As we now begin to evaluate projects, it is also important to remember that Title VI and related Environmental Justice statutes pertain to each project in the plan and to the operation of the transportation system.

Any project that receives federal funds is required to complete a Title VI analysis. In addition any significant operational change, such as a major route restructuring, service reduction or fare increase from a transit operator that receives federal funds requires a Title VI analysis.

Title VI analysis is typically done in conjunction with the environmental assessment of an individual project. In the case of the Countywide Plan, we have developed a number of performance measures that will help us assess the impacts of packages of investments on low income and minority communities. However, in the same way that individual projects will require their own environmental analysis and design, the analysis done for the Countywide Plan is not a substitute for the more rigorous analysis that will be required as individual projects are developed. Some of the considerations for a project level Title VI analysis, and how each may be handled in the Countywide Plan are described below. It is important to note that this is not an exhaustive list of Title VI requirements which are summarized at

http://www.fta.dot.gov/documents/Title_VI_Circular_4702.1A.pdf For example, transit operators and Metropolitan Planning Organizations like MTC have specific responsibilities under Title VI which are not included in the list below. These requirements are focused on Title VI requirements as they relate to project development through the environmental clearance stage.

- The project will include a description of the low-income and minority population within the study area affected by the project and a discussion of the method used to identify this population (e.g., analysis of Census data, minority business directories, or public involvement). **The Briefing Book included information about County demographics which will be expanded upon in the Countywide Plan.**

- The project will include a discussion of all adverse effects of the project both during and after construction that would affect identified minority and low income populations. **Construction impacts will be addressed by individual projects. The location of projects will be mapped, and it will be possible to identify the location of projects relative to minority and low income concentrations. A number of our performance criteria are evaluated by income quartile which will help us determine the impacts of the CWTP investment package on low income communities.**
- The project will include a discussion of all positive effects on the identified minority and low income populations, such as an improvement in transit service, mobility or accessibility. **The location of projects will be mapped, and it will be possible to identify the location of projects relative to minority and low income concentrations. A number of our performance criteria are evaluated by income quartile which will help us determine the impacts of the CWTP investment package on low income communities. To the extent that potential transit service changes are known, their impacts can be described; however, transit operators would have to address service changes under Title VI, if implemented.**
- The project will include a description of all mitigation and environmental enhancement actions incorporated into the project to address adverse effects, including but not limited to any special features related to relocation of residents or businesses, if required, and the replacement of community resources that may be impacted. **Mitigations are determined at the environmental review phase of a project and will likely not be discussed in the CWTP, unless already known.**
- The project will include a discussion of the remaining impacts of a project, if any, and why further mitigation is not proposed. **Details about the impacts and mitigations of a project are done at the project level during environmental analysis, and will not be included in the CWTP.**
- For projects that traverse predominantly minority and low-income or predominantly non-minority and non-low-income areas, a comparison of mitigation and environmental enhancement actions that affect predominantly low-income and minority areas with mitigation implemented in predominantly non-minority or non-low income areas. **The CWTP will be able to describe overall long-range planning changes in the transportation system and its potential impact on predominantly low income and minority areas compared to predominantly high income areas. However, specific mitigations will be developed as each project is assessed.**

It is important to note that while recognition in the CWTP may be a requirement for a project to move forward, being listed in the CWTP is not a guarantee that a project will be implemented. There are many stages to project development, including environmental review and Title VI and environmental justice review. Projects could be evaluated favorably in the CWTP but ultimately fail to be implemented because of a fatal flaw uncovered in project level review. The analysis provided by the CWTP is designed to be sensitive to Title VI issues but is not a substitute for a complete project level analysis.



MEMORANDUM

DATE: May 16, 2011

TO: CWTP-TEP Steering 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 09A and a three year schedule for the countywide and the regional processes is found in Attachment 09B and Attachment 09C 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 regional and countywide 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. 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 **April 29, 2011** deadline. They also directed staff to seek feedback on the draft list of projects and programs from 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 final list is being considered on this agenda 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 scheduled on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 70 elected officials from the cities, transit districts, and other special districts attended and provided input.

3) RTP/SCS Work Element Proposals and

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

- Developing 25-year financial forecasts;
- Finalizing the committed funds and projects policy; and
- Developing a 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	May 26, 2011 No June Meeting July 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No June Meeting July 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	No June Meeting July 7, 2011

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 7, 2011 July 5, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	June 8, 2011 July 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	May 26, 2011 June 23, 2011 July 28, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary Initial Vision Scenario Public Meetings	May 19, 2011 May 24, 2011

Fiscal Impact

None.

Attachments

- Attachment 09A: Summary of Next Quarter Countywide and Regional Planning Activities
- Attachment 09B: CWTP-TEP-RTP-SCS Development Implementation Schedule
- Attachment 09C: 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

Alternative 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: Completed

Call for RTP Transportation Projects: Completed: Final list will be forwarded May 27, 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 - December 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

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

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

Calendar Year 2012

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

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

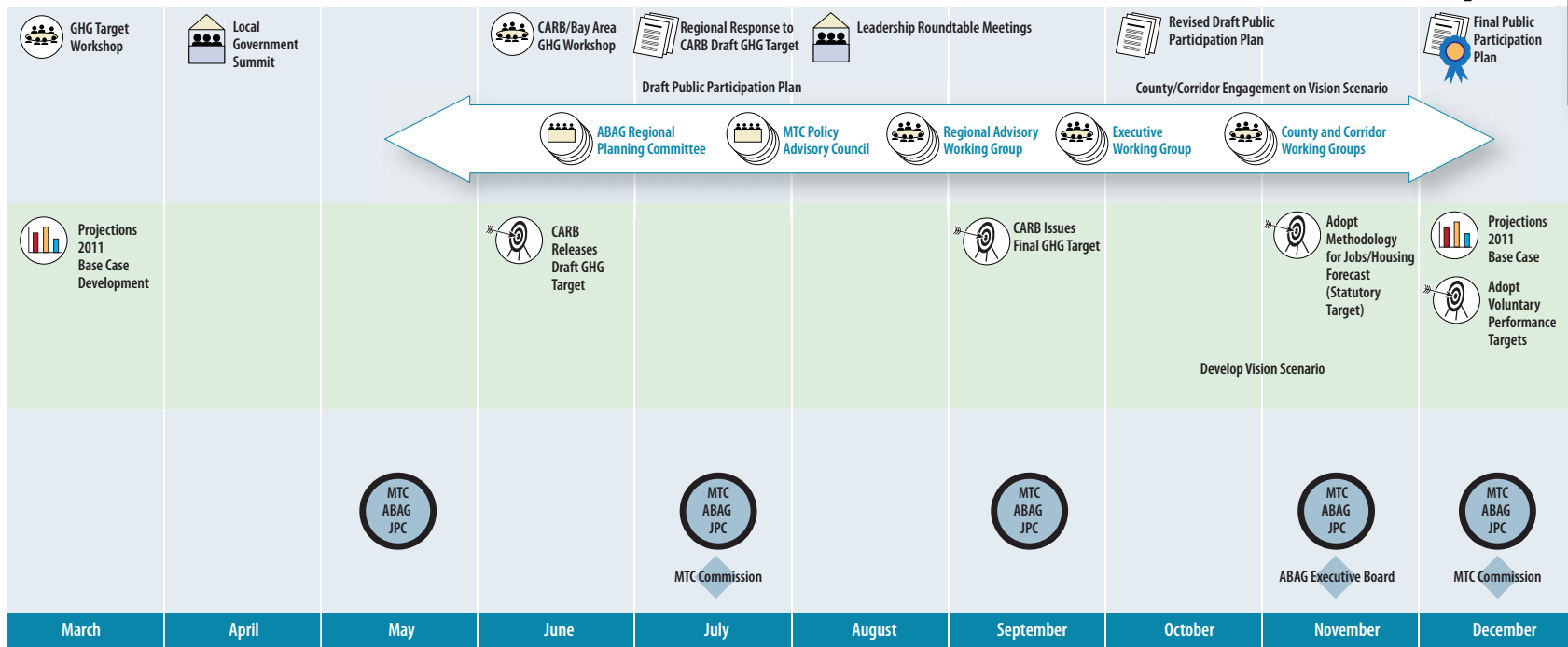
Phase 1: Performance Targets and Vision Scenario

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
- MTC ABAG JPC 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*

OneBayArea

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

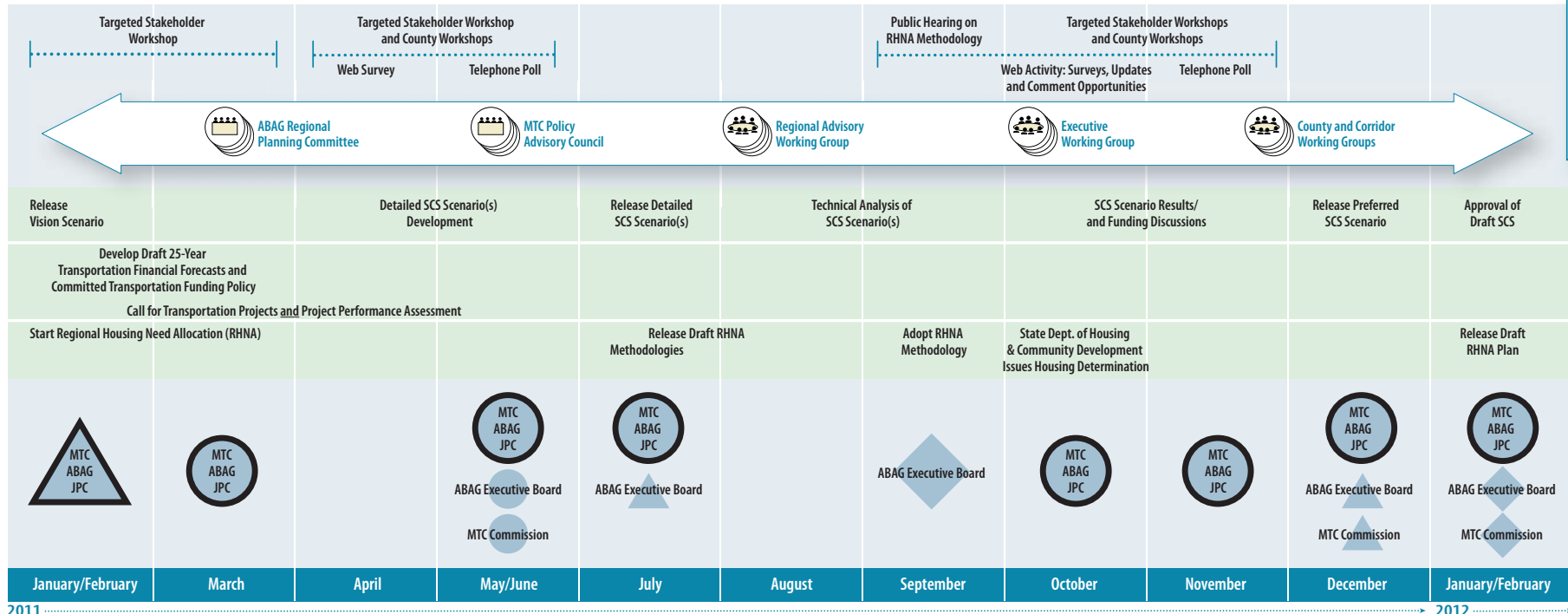
Local Government and Public Engagement

Milestones

Policy Board Action

- 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**



*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- MTC, ABAG, JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release
- ▲ MTC, ABAG, JPC JOINT document release by ABAG, JPC and MTC

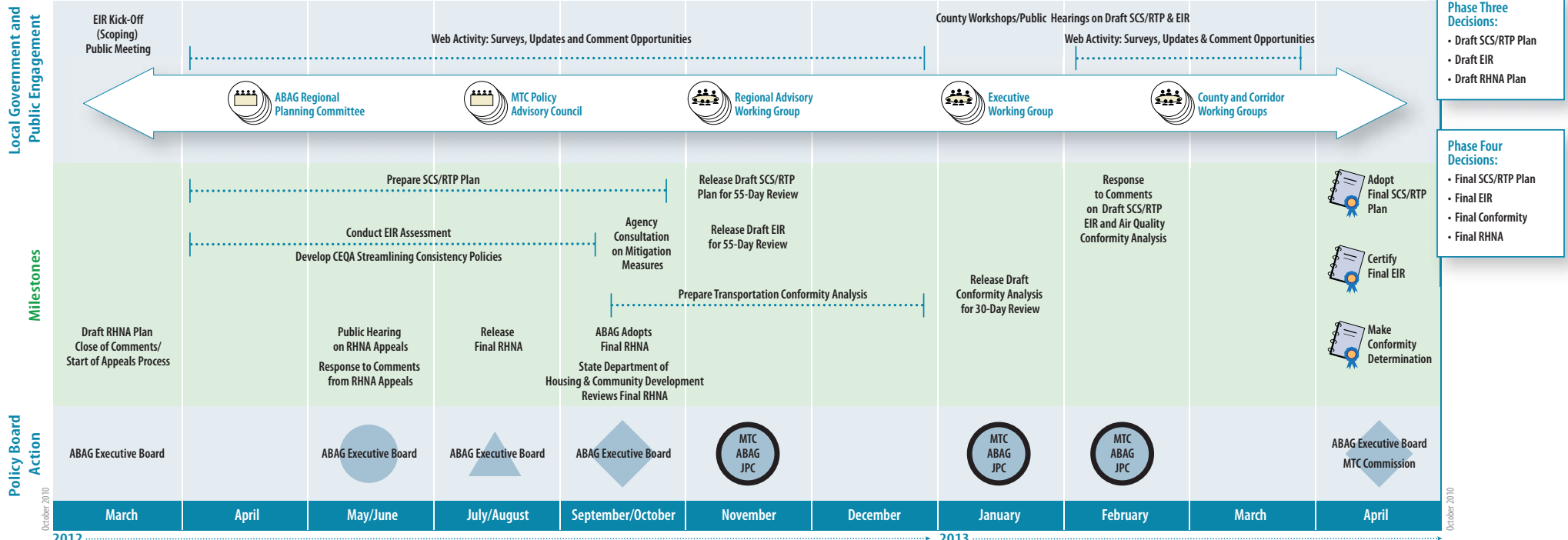
ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

October 2010

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

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

Phase 4: Plan Adoption



- 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
- MTC ABAG JPC 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

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Upcoming Advisory and Steering Committee Meetings Schedule
ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA

	Meeting Date/Function	Outcomes	Agenda Items
1	<p>CAWG February 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes • Receive overview and schedule of Initial Vision Scenario • Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects • Receive an outreach status update and approve the polling questions • Discuss performance measures 	<ul style="list-style-type: none"> • Update on CWTP-TEP Activities Since Last Meeting • Update on Countywide and Regional Processes • Discuss the initial vision scenario and approach for incorporating SCS in the CWTP • Review and comment on MTC’s Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy • Outreach status update and <i>Steering Committee approval of polling questions</i> • Continued discussion and refinement of Performance Measures • Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
2	<p>CAWG March 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4 p.m.</p> <p>Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.</p> <p>Steering Committee March 24, 2011 11 a.m. – 1 p.m.</p>	<ul style="list-style-type: none"> • Receive an update on outreach • Adopt Final Performance Measures • Initiate discussion of programs • Receive update on MTC Call for Projects and Alameda County approach • Comment on transportation issue papers subjects • Provide input to land use and modeling and Initial Vision Scenario (TAWG) • Update on Initial Vision Scenario and Priority Conservation Areas (TAWG) • Receive update and finalize Briefing Book • Discuss committed funding policy 	<ul style="list-style-type: none"> • Update on Outreach: Workshop, Polling Update, Web Survey • <i>Approve Final Performance Measures & link to RTP</i> • Discussion of Programs • Overview of MTC Call for Projects and Alameda County Process • Discussion of Transportation Issue Papers & Best Practices Presentation • Discussion of Land use scenarios and modeling processes (TAWG) • Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG) • Finalize Briefing Book • TAWG/CAWG/SC update
3	<p>CAWG April 7, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> • Receive update on outreach activities • Provide feedback on policy for projects and programs packaging • Provide comments on Alameda County land use scenarios 	<ul style="list-style-type: none"> • Update on Workshop, Poll Results Presentation, Web Survey • Discuss Packaging of Projects and Program for CWTP • Discussion of Alameda County land use scenarios

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Receive update on Call for Projects outcomes • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario 	<ul style="list-style-type: none"> • Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i> • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	<p>CAWG May 5, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review outcomes of initial workshops and other outreach • Review outcomes of call for projects, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario • Receive information on Financial projections and opportunities • Title VI update and it's relation to final plans to CAWG & TAWG meetings 	<ul style="list-style-type: none"> • Summary of workshop results in relation to poll results • Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.</i> • Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i> • Title VI update • TAWG/CAWG/SC update
	No June Meeting		
5	<p>CAWG July 7, 2011 12:00 p.m. – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Continue discussion of TEP parameters and finalize strategy for selecting TEP projects and programs. • Project Modeling 101 (CAWG only; 12 -1 p.m.) 	<ul style="list-style-type: none"> • Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and project/program selection • Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG presents to TAWG) • TAWG/CAWG/SC update
6	<p>CAWG September 1, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of public meetings and second poll 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan Draft, including preferred land use and list of projects and programs (modeled results will be presented)

	Meeting Date/Function	Outcomes	Agenda Items
	TAWG September 8, 2011 1:30 – 4 p.m. Steering Committee September 22, 2011 12 – 2 p.m.		<ul style="list-style-type: none"> • Presentation/Discussion of TEP candidate projects • Refine the process for further evaluation of TEP projects • Discussion of upcoming outreach and polling questions • Update on regional processes: ABAG RHNA methodology and update on preferred SCS (ABAG presents to TAWG) • TAWG/CAWG/SC update
7	CAWG November 3, 2011 2:30 p.m. – 5 p.m. TAWG November 10, 2011 1:30 – 4 p.m. Steering Committee December 16, 2011 12 – 2 p.m.	<ul style="list-style-type: none"> • Comment on second draft of Countywide Transportation Plan • Review and provide input on first draft of Transportation Expenditure Plan Projects and Programs • Review results of second poll and outreach update 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan second draft • Presentation/Discussion of TEP Projects and Programs (first draft of the TEP) • Presentation on second poll results and outreach update • Update on regional processes • TAWG/CAWG/SC update
8	CAWG January 5, 2012 2:30 p.m. – 5 p.m. TAWG January 12, 2012 1:30 – 4 p.m. Steering Committee January 26, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> • Review and comment on draft of full TEP • Review outcomes of outreach meetings 	<ul style="list-style-type: none"> • Presentation/Discussion of Draft TEP • Presentation of Outreach Findings and next steps • Update on regional processes: ABAG update on preferred SCS (ABAG to present to TAWG) • TAWG/CAWG/SC update

Future Meeting Dates:

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

TAWG will continue to meet as needed through final adoption, February/ March 2013, on MTC schedule of RTP/SCS

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

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**Alameda CTC Community Advisory Working Group Meeting Minutes
Thursday, April 7, 2011, 2:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

CAWG Members:

<u>P</u> Lindsay Arnold	<u>A</u> JoAnn Lew	<u>A</u> Carmen Rivera-Hendrickson
<u>A</u> Joseph Cruz	<u>P</u> Teresa McGill	<u>P</u> Anthony Rodgers
<u>P</u> Charissa Frank	<u>P</u> Gabrielle Miller	<u>P</u> Raj Salwan
<u>A</u> Arthur Geen	<u>P</u> Betsy Morris	<u>P</u> Diane Shaw
<u>A</u> Chaka-Khan Gordon	<u>P</u> Betty Mulholland	<u>A</u> Sylvia Stadmire
<u>P</u> Earl Hamlin	<u>P</u> Eileen Ng	<u>P</u> Midori Tabata
<u>P</u> Unique Holland	<u>A</u> James Paxson	<u>P</u> Pam Willow
<u>P</u> Lindsay Imai Hong	<u>P</u> Patrisha Piras	
<u>P</u> Roop Jindal	<u>P</u> Joel Ramos	
<u>A</u> David Kakishiba		

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Beth Walukas, Manager of Planning	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
<u>P</u> Stephen Decker, Cambridge Systematics	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Bonnie Nelson, Nelson\Nygaard	

1. Welcome and Introductions

Tess Lengyel called the Community Advisory Working Group meeting to order at 2:35 p.m. She welcomed the new member, Joel Ramos, who replaced Carli Paine as the Transform representative.

Guests Present: Jason Huertas, EMC Research; Sara LaBatt, EMC Research; Carolyn Verheyen, MIG

2. Public Comments

There were no public comments.

3. Review of March 3, 2011 Meeting Minutes

CAWG members reviewed the March 3, 2011 meeting minutes and approved them as written.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the CWTP activities since the last meeting. She informed the committee that the first round of public meetings were complete as of March 24.

Other activities since the last meeting include completion of the poll conducted in early March, completion of the five public workshops, and approval of the Briefing Book and the performance measures by the Steering Committee at the March meeting. Tess stated that in May, staff will bring a comparison of poll findings to outreach results to the meeting.

5. Discussion on Transportation Issue Papers and Best Practices

Bonnie Nelson gave a presentation on the transportation issue papers and best practices. She stated that the issue papers are intended to highlight key issues in the development of the CWTP-TEP. Bonnie also mentioned that the purpose of the issue papers is to provide additional background beyond the Briefing Book, best-practice case studies, key challenges, and strategic investment opportunities. She highlighted these areas in all of the issue papers. She encouraged the members to submit written comments either via the Alameda CTC website or e-mail by April 18.

Questions/feedback from members:

- Transit Sustainability issue paper: Need to distinguish between wages and fringe benefits.
- What are the human costs of trying to advocate for lower wages? Need to include information about transit agencies that have given up on salary increases for their employees.
- As we make transit sustainability economical, the need exists to show the cost of public health in regard to safety.
- Please provide follow-up information regarding the statistics referenced (San Francisco Bay Area versus Alameda County).
- What does Alameda CTC plan to do with these papers and how do they relate to the Briefing Book? Staff stated that the papers are providing more detail on topics addressed in the Briefing Book. The information can be used by the jurisdictions to assist in helping with ideas in creating their projects and programs.

6. Presentation on Polling Results and Outreach Outcomes

Sara LaBatt with EMC Research gave a presentation on the polling results. She stated that 813 interviews took place via a telephone survey of Alameda County voters. Sara stated that a portion of the county and every region of the county are represented in the polling results. EMC Research conducted the survey from March 6, 2011 through March 14, 2011. Sara reviewed the statistics along with the following key findings:

- Alameda County voters believe the quality of roads and transit is deteriorating, and are generally supportive of continuing to fund them with tax dollars.
- There is support for a renewal of the transportation sales tax; the strongest support is in the North.
- Congestion reduction and air quality improvements are both key targets for transit and transportation funding.
- People are more attracted to programs than specific projects; keeping transit affordable and maintaining existing roads and transit systems top the list.
- Of the projects tested, improvements to I-880, the extension of BART to Livermore, and the Dumbarton Rail project have broad appeal.

Carolyn Verheyen with MIG gave a presentation on the outreach results. She stated that the five public workshops are complete. The total number of participants was over 1,600 for the workshops, outreach toolkit, and the online questionnaire; 532 outreach toolkit surveys were completed, and 693 online questionnaires were completed. Carolyn stated that the toolkit was a very effective method of performing outreach, and many different groups participated in the toolkit surveys. She stated that the overall key themes of the workshop were maintenance, access, equity, safety, connectivity, and coordination. Carolyn discussed the findings regarding needs for the public; trade-offs (for example, maintaining streets, roads, and highways versus expanding transit service and reliability); and Vehicle Miles Travelled reduction.

Questions/feedback from members:

- Identifying things done in recent years due to Measure B would create good will.
- It appears that outreach did not hit the countywide averages in terms of ethnicity. How can we fix this? Carolyn said that more quantifying results will be in the final report. MIG will continue to do targeted outreach to ensure that the results are representative of the diverse communities in Alameda County and the approach to the next round of outreach will include more targeted efforts to ensure engagement of groups where numbers were lower than anticipated.
- Include a question asking the participant if he/she voted in 2006 when the Expenditure Plan was on the ballot.
- Be sure we are doing an effort to reach voters who are vulnerable under Title VI. Tess stated that Alameda CTC will make sure that we are Title VI compliant, and we are reaching the required people.
- How will we handle questionnaires in different languages? Questionnaires are available in different languages on request.

CAWG members discussed both the polling and outreach results, and the members were encouraged by the support of an Expenditure Plan renewal and the fact that the public participated in and responded to our outreach efforts. Tess stated that we will seek CAWG input on the next poll and outreach methods for the fall.

7. Breakout Session Discussions: Call for Projects and Programs Update and Methods for Packaging Transportation Projects and Programs for CWTP

Steve Decker of Cambridge Systematics presented to the committee the project screening criteria, which Alameda CTC will use to evaluate projects and programs. He mentioned that the screening will assist with sorting projects and programs. Bonnie Nelson gave a presentation on proposed package themes for projects and programs. The screening process will allow projects and programs to be incorporated into specific types of packages for evaluation using the adopted performance measures. The packaging themes the projects and programs can fall into are: 1) baseline; 2) maintenance and operations; 3) capital projects; 4) unconstrained; 5) land use. Bonnie stated that the package themes will be finalized with the Steering Committee at the April meeting. Bonnie stated that the purpose of developing packages is to see how different investments in each corridor in the

county perform differently. The goal is to have good performing packages which will enable us to use eventually come up with a preferred package that best meets our vision and goals.

Bonnie mentioned that staff wants input/feedback from the committee today. She asked: Do the range of themes discussed make sense or should we consider other themes? Beth requested the members look at the performance measures on page 89 and the list of projects and programs listed in the handout (07A1) to help make the decision. She explained to the committee the content in handout 07A1. Regarding the project and programs lists, Beth stated that if an agency is listed in the sponsor column, the project has a sponsor. If it's blank, staff is looking for a sponsor. Beth stated that the youth bus-pass project does not yet show a sponsor; however, it is staffs' understanding that the Department of Education has agreed to sponsor this project. She informed the committee that once sponsors have been identified for the projects and programs, the projects and programs will move into the Countywide Transportation Plan and possibly in the Regional Transportation Plan. Beth stated that the projects will be sorted and packaged into themes, and Alameda CTC will evaluate the themes.

The CAWG members requested further information on the screening process and packaging the projects and programs, so they did not break out into smaller groups; instead, this session with the full group allowed time for staff to further explain the screening process and packages to the committee.

8. Report Back from Breakout Session

The committee did not break out into individual groups.

9. Update on Countywide and Regional Processes

This topic was not covered due to the time constraints and staff requested CAWG members to independently review the information in the packet.

10. Steering Committee, CAWG, and TAWG Update

Tess reiterated to send written comments by April 13 for TAWG to view or by April 18 for the Steering Committee to view.

11. Adjournment.

The meeting adjourned at 5 p.m.



Alameda CTC Technical Advisory Working Group Meeting Minutes Tuesday, April 14, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>A</u> Alex Amoroso	<u>P</u> Diana Keena	<u>A</u> Iris Starr
<u>A</u> Aleida Andrino-Chavez	<u>P</u> Paul Keener	<u>P</u> Mike Tassano
<u>A</u> Marisol Benard	<u>P</u> Obaid Khan	<u>A</u> Lee Taubeneck
<u>A</u> Kate Black	<u>P</u> Wilson Lee	<u>A</u> Andrew Thomas
<u>P</u> Jeff Bond	<u>A</u> Tom Liao	<u>A</u> Jim Townsend
<u>A</u> Jaimee Bourgeois	<u>A</u> Albert Lopez	<u>P</u> Bob Vinn
<u>A</u> Charlie Bryant	<u>A</u> Joan Malloy	<u>A</u> Marine Waffle
<u>P</u> Ann Chaney	<u>P</u> Dan Marks	<u>P</u> Bruce Williams
<u>A</u> Mintze Cheng	<u>A</u> Gregg Marrama	<u>A</u> Stephen Yokoi
<u>P</u> Keith Cooke,	<u>P</u> Val Menotti	<u>P</u> Karl Zabel
<u>A</u> Brian Dolan	<u>P</u> Matt Nichols	<u>A</u> Farooq Azim (Alternate)
<u>A</u> Soren Fajeau	<u>P</u> Erik Pearson	<u>A</u> Carmela Campbell (Alternate)
<u>P</u> Jeff Flynn	<u>A</u> James Pierson	<u>P</u> Gary Huisingh (Alternate)
<u>P</u> Don Frascinella	<u>A</u> Jeri Ram	<u>P</u> Nathan Landau (Alternate)
<u>P</u> Susan Frost	<u>A</u> David Rizk	<u>A</u> Cory LaVigne (Alternate)
<u>A</u> Jim Gannon	<u>A</u> Mark Roberts	<u>A</u> Larry Lepore (Alternate)
<u>P</u> Robin Giffin	<u>A</u> Brian Schmidt	<u>A</u> Kate Miller (Alternate)
<u>P</u> Mike Gougherty	<u>P</u> Peter Schultze-Allen	<u>P</u> Bob Rosevear (Alternate)
<u>A</u> Terrence Grindall	<u>A</u> Jeff Schwob	
<u>P</u> Cindy Horvath	<u>A</u> Tina Spencer	

Staff:

<u>A</u> Art Dao, Alameda CTC Executive Director	<u>P</u> Stephen Decker, Cambridge Systematics
<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Bonnie Nelson, Nelson\Nygaard
<u>P</u> Beth Walukas, Manager of Planning	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Joan Chaplick, MIG	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Beth Walukas called the meeting to order at 1:35 p.m. The meeting began with introductions.

Guests Present: Alex Evans, EMC Research; Celia Chung, Alameda CTC; Jason Huertas, EMC Research; Matt Todd, Alameda CTC.

2. Public Comments

There were no public comments.

3. Approval of March 10 and March 18, 2011 Minutes

TAWG members reviewed the meeting minutes from the March 10 and March 18, 2011 meetings and approved them as written.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the CWTP activities since the last meeting. She informed the committee that the call for projects and programs closed on Tuesday, April 12. She mentioned that Alameda CTC is in the process of reviewing the submitted applications. Other activities since the last meeting include completion of the poll conducted in early March, completion of the five public outreach workshops, and approval of the Briefing Book and the performance measures by the Steering Committee at the March meeting. Tess mentioned that Alameda CTC will do a comparison of outreach results and poll findings and present the information at the April 28 Steering Committee meeting.

5. Discussion on Alameda County Land Use Scenarios

Beth Walukas gave an update and led the discussion on the Alameda County land-use scenarios. She stated that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) released the Initial Vision Scenario (IVS) on March 11, 2011. It was the starting point for discussion of what housing and employment would look like for the Bay Area region.

MTC and ABAG have given four presentations on the IVS so far: March 16 in San Leandro; March 18 in Hayward; March 19 in Newark (Supervisor Lockyer workshop); and March 24 at the Alameda CTC Commission meeting and in Dublin in the evening. ABAG and MTC are seeking input on the IVS between now and June.

MTC and ABAG will release alternative scenarios in July, based on the input received in June. They scheduled a public workshop on May 19 in Berkeley, and Alameda CTC scheduled a workshop on land use and the Sustainable Communities Strategy (SCS) on May 14 with Districts 1 and 2 at the Sunol Golf Course.

Alameda CTC is working with the jurisdictions and the consultant team to develop a constrained SCS scenario that will present the IVS more realistically in terms of housing and employment. Alameda CTC will also use the constrained scenario in the evaluation of the CWTP investment packages. Beth reviewed in detail with the group the CWTP, SCS, and Regional Transportation Plan process flowchart (page 45 of the packet) to provide clarity on the integration of land use and transportation.

Questions/feedback from the members:

- Projects outside of the Priority Development Areas (PDAs) may not score well, such as goods movement. Beth stated that this discussion will occur later in the process, and goods movement is included as a program in the call for projects.
- How much time will Alameda CTC give to the jurisdictions for review of the scenarios, and how will TAWG have time to comment? Beth stated that Alameda CTC is working with the planning directors on the constrained IVS to make it realistic for 25 years. The approach is to maintain a focus on the PDAs and the growth opportunity areas. Alameda CTC will address the issue of employment location, which is not covered in the IVS. Through the constrained IVS, jobs will be put where the growth will occur. In July, information will be available on the constrained IVS to give to MTC and ABAG. Alameda CTC is developing a table that shows the IVS

assumed for the PDAs and the growth opportunity areas, in comparison to the capacity the jurisdictions stated. Staff is sending the memo on this topic to the planning directors today. Beth said staff will cover this topic again in May, July, and September.

6. Call for Projects and Programs Results and Discussion on Methods for Packaging Transportation Projects and Programs for CWTP

Steve Decker of Cambridge Systematics presented to the committee the project screening criteria, which Alameda CTC will use to evaluate projects and programs into regional and non-regional buckets. He mentioned that the screening will assist with sorting projects and programs. Bonnie Nelson gave a presentation on proposed package themes for projects and programs. The packaging process will allow Alameda CTC to incorporate projects and programs into specific types of packages for evaluation using the adopted performance measures.

The proposed packaging themes for the projects and programs are: 1) baseline (land use and committed projects); 2) maintenance and operations; 3) capital projects; 4) unconstrained; 5) land use (focused on PDAs and growth areas). Bonnie stated that staff will finalize the package themes with the Steering Committee at the April meeting. Bonnie stated that the purpose of developing packages is to see how investments in each corridor in the county perform differently. The goal is to have high-performing packages that will enable us to eventually come up with a preferred package that best meets our vision and goals.

Bonnie mentioned that staff wants input/feedback from the committee today. She asked: Do the range of themes discussed make sense or should we consider other themes? Beth requested the members look at the performance measures on page 89 and the projects and programs listed in the handout (07A1) to help make the decision. She explained to the committee the content in handout 07A1. Regarding the project and programs lists, Beth stated that if an agency is listed in the sponsor column, the project has a sponsor. If that column is blank, staff is looking for a sponsor. Beth stated that the youth bus-pass project does not show a sponsor; however, staff understands that the Department of Education has agreed to sponsor this project. She informed the committee that once sponsors have been identified for the projects and programs, the projects and programs will move into the Countywide Transportation Plan and possibly into the Regional Transportation Plan. Beth stated that Alameda CTC will sort and package the projects into themes, and evaluate the themes.

Bonnie stated that the screening process has begun. A screened list will go to the Steering Committee on April 28 for approval and the list of projects and programs will go to MTC on April 29. As staff submits information to the Steering Committee, staff will also submit it to CAWG and TAWG.

Questions/feedback from the members:

- What is the process for categorizing information received from the call? Beth stated that the screening process is allowing Alameda CTC to place projects and programs in the regional or the countywide “bucket.” Alameda CTC is identifying the projects and programs list submitted to MTC on April 29, which should be 98 percent complete. Staff must take the list of projects and programs to all of Alameda CTC’s committees in May. A public hearing will take place prior to the Steering Committee meeting on May 26, and staff will make a recommendation to the Steering Committee at the meeting to approve the list as modified.
- During the packaging process, will projects and things that support that project be placed together in the same package? Yes, this will be done as the package is built.
- During the screening process, will you take each project and evaluate it yourself? Steve stated that Alameda CTC will use a template to go through the screening process. Can the jurisdictions review the results of the screening? Yes, Alameda CTC will provide the screening results.
- Do we know what an activity center and transit center is? The definitions we will use are in the pedestrian plan.
- Will a project end up in more than one package? No, this is not the intent.
- Several members in the group were concerned about grouping projects into a package. One member stated that if a project is in a package and the project is very small, it will not individually influence the package. Another member suggested to develop quantitative tools at the screening level so Alameda CTC can evaluate projects individually.
- In regard to maintenance, what will happen to the system if the facility is no longer there? Bonnie said that we will not evaluate this, but that it was a good question.
- It appears that the screening measures focus on transportation and do not reflect land use. What will we do to screen the land-use package in a different way? Beth stated that Alameda CTC uses the screening criteria to determine if projects and programs are regional or countywide. A member also asked if the performance measures cover the land use side. Beth stated that she will consider the comments and bring the topic back to the committee.
- Does the PDA process take into consideration the land-use side? Also, transportation dollars are very limited, and the transportation money should not be shifted to achieve the SB 375 goal.

7. Discussion on Transportation Issue White Papers and Best Practices

Bonnie Nelson gave a presentation on the transportation issue papers and best practices. She stated that the issue papers are intended to highlight key issues in the development of the CWTP-TEP. Bonnie also mentioned that the purpose of the issue papers is to provide additional background beyond the Briefing Book, best-practice case studies, key challenges, and strategic investment opportunities. She highlighted these areas in all issue papers. She encouraged the members to submit written comments either via the Alameda CTC website or e-mail by April 18.

Questions/feedback from the members:

- Will there be more follow up on the truck parking feasibility study? Yes, the goal is to move forward with a goods movement program that will also include truck parking feasibility along with other items.
- Regarding Research on the Transportation Demand Management (TDM) and sustainability, a member suggested exploring the European approach of cap and trade option for the greenhouse gas (GHG) emission reduction.

8. Presentation on Polling Results

Alex Evans of EMC Research gave a presentation on the polling results. He stated that 813 interviews took place via a telephone survey of Alameda County voters. Alex stated that a portion of the county and every region of the county are represented in the polling results. EMC Research conducted the survey from March 6, 2011 through March 14, 2011. He reviewed the statistics along with the following key findings:

- Alameda County voters believe the quality of roads and transit is deteriorating, and the voters are generally supportive of continuing to fund them with tax dollars.
- There is support for a renewal of the transportation sales tax; the strongest support is in the North.
- Congestion reduction and air quality improvements are both key targets for transit and transportation funding.
- People are more attracted to programs than specific projects; keeping transit affordable and maintaining existing roads and transit systems top the list.
- Of the projects tested, improvements to I-880, the extension of BART to Livermore, and the Dumbarton Rail project have broad appeal.

9. Presentation/Discussion on Outreach Outcomes and Next Steps

Joan Chaplick of MIG gave a presentation on the outreach results. She stated that five public workshops are complete. The total number of participants was over 1,600 for the workshops, outreach toolkit, and the online questionnaire; 532 outreach toolkit surveys were completed, and 693 online questionnaires were completed. Joan stated that the toolkit was a very effective method of performing outreach, and many different groups participated in the toolkit surveys. She stated that the overall key themes of the workshop were maintenance, access, equity, safety, connectivity, and coordination. Joan discussed the findings regarding needs for the public; trade-offs (for example, maintaining streets, roads, and highways versus expanding transit service and reliability); and Vehicle Miles Travelled reduction.

10. SCS/RTP: Update on Countywide and Regional Processes

Beth stated that the Committed Funds and Projects Policy went before the MTC Planning Committee this month for voting. The draft policy had two options for consideration: Option 1 – Environmental Certification by May 1, 2011 and Option 2 – Under Construction by May 1, 2011. The Planning Committee recommended Option 2. However, final approval from the MTC Commission is scheduled for the last week of April. Also, the MTC committee did not agree on the Alameda CTC considering sales tax measure projects as committed projects.

Discussions on financials will come to TAWG in May.

11. Update: Steering Committee, CAWG, TAWG and Other Items/Next Steps

The committee was informed that the parameters for the Transportation Expenditure Plan will be brought to the May meeting.

Tess informed the committee that Assembly Bill (AB) 1086 will allow for increasing a cap on the sales tax in Alameda County.

12. Other Business

None

13. Adjournment

The meeting adjourned at 4 p.m.