Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda County Transportation Commission

Thursday, October 22, 2015, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

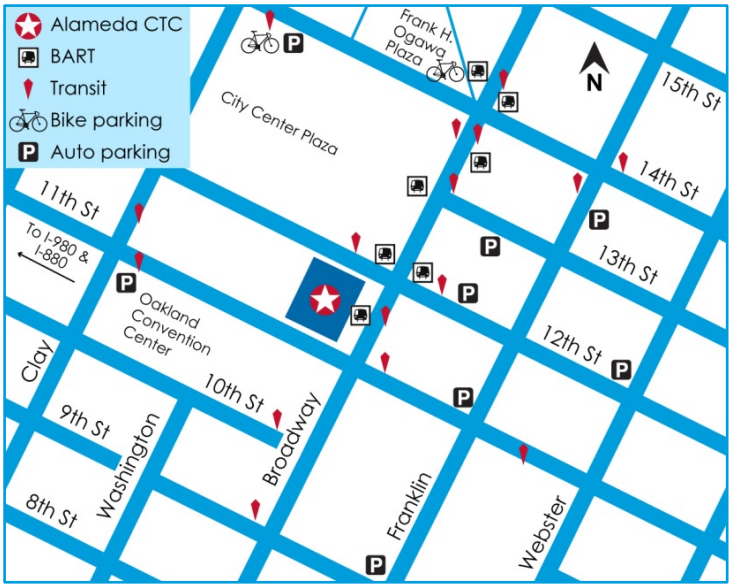
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

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

Location Map

Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607



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

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

Accessibility

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

Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda
Thursday, October 22, 2015, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

Chair: Supervisor Scott Haggerty, Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan, City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Chair and Vice Chair Report**
5. **Executive Director Report**
6. **Approval of Consent Calendar**

On October 12, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

*(A = Action Item; I = Information Item)

*(A = Action Item; I = Information Item)

9. Programs and Projects Committee Action Items

On October 12, 2015, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

9.1.	Affordable Student Transit Pass Program Update: Approval of Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to Provide Services for Development of a Pilot for the Program	217	A

10. Member Reports I/A

11. Adjournment

Next meeting: December 3, 2015

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

*(A = Action Item; I = Information Item)

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1. **Pledge of Allegiance**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioner Valle, Commissioner Halliday, Commissioner Harrison and Commissioner Frietas.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

Subsequent to the roll call:
Commissioner Carson was excused during item 8.1. Commissioner Haubert was excused during item 9.1.

3. **Public Comment**
Public Comments were heard by:
Mary Lim-Lampe
Aaron Reaven
Rayna Smith
EJ Pavia

4. **Chair and Vice Chair Report**
Vice Chair Kaplan made comments regarding the potential merger between the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Chair Haggerty reported on the outcomes of the ABAG and MTC committee meeting that happened on September 23, 2015 and also provided the Commission with information on the Sacramento Area Council of Governments (SACOG) and San Joaquin Regional Rail (SJRRC) Commission joint meeting.

5. **Executive Director Report**
Art Dao informed the Commission that the Executive Directors report could be found in the Commissioners' folders as well as on the Alameda CTC website. He stated that he participated in several transportation related forums with external agencies where he gave presentations on Measure BB and goods movement. Art concluded by inviting the Commissioners to participate in the East Bay Economic Development Alliance 25th anniversary celebration. n

6. **Closed Session**
6.1. Approval of July 23, 2015 Meeting Minutes
6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN

1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

6.3. I-580 Express Lane Projects (PN 720.4/724.5): Update on Hours of Operations

6.4. I-580 Express Lanes: Approval of Express Lane Toll Policy

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

6.6. California Transportation Commission August 2015 Meeting Summary

6.7. Transportation Fund for Clean Air Program (TFCA): Approval of TFCA Extension Requests for projects 11ALA01,11ALA02 and 11ALA07 and Amendment to Master Program Funding Agreement with the Air District

6.8. One Bay Area Grant (OBAG) Cycle 2 Update

6.9. Measure BB Community Development Investments Program (MBB 045/PN 1460.000): Program Development Overview

6.10. East Bay Greenway – Lake Merritt to South Hayward (PN 1457.001): Approval of Professional Services Agreement A15-0030 with HNTB Corporation to provide services for the Project Approval and Environmental Document Phase of the Project

6.11. I-580 Westbound HOV Lane – East Segment (PN 1372.004): Approval of Cooperative Agreement Amendment with California Department of Transportation (Caltrans) for Construction of the Project

6.12. Approval of Administrative Amendments to Various Project Agreements (2003-02, A07-0058, A08-0045, A11-0039, A14-0026)

6.13. Alameda CTC 2014 Annual Report

6.14. Alameda CTC FY2014-15 Year-End Investment Report

6.15. Socially Responsible Investments

6.16. Revised Alameda CTC Organizational Structure for FY2015-16

6.17. Approval of the Alameda CTC Community Advisory Appointments

Item 6.9 was pulled from the Consent Calendar for further discussion. Commissioner Atkin wanted more information on the timing of the investment program. Art stated that the timing is based on the distribution of Measure BB funds and that the item that is before the Commission is a draft guideline that is for information only. The final guideline will be adopted in the Spring.

There were two public comments on item 6.9:
Ken Bukowski
Scott Donohue

Commissioner Kaplan moved to approve the consent calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Valle, Harrison, Freitas absent).

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

Deborah Taylor, Vice-chair of the IWC, stated that the IWC held two specials meetings on August 10th and August 17th to discuss proposed changes to the IWC bylaws. She stated that she also met with Alameda CTC Chair Scott Haggerty and IWC member Murphy McCalley to review additional modifications to the bylaws as a result of the FAC committee meeting held on September 14, 2015. Deborah stated that all issues regarding the bylaws were resolved and requested that the full Commission approve the item.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee met on July 27, 2015 to review the bylaws. She stated that immediately after the meeting, PAPCO members attended a panel discussion on challenges involving demand for paratransit services. Sylvia stated that the next meeting is September 28, 2015 and she concluded by reviewing current vacancies on the committee.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update and Approval of bill positions

Tess Lengyel provided an update on state and federal legislative initiatives. On the state side she provided information on the budget and the special session for transportation infrastructure. On the federal side, Tess updated the committee on MAP-21 Reauthorization. Tess also recommended that the Commission take the following bill positions:

- SBX11-Support position
- HR 935- Support position
- HR198- Support position

Commissioner Kalb asked if the recommendation including endorsing any state bills. Tess stated that there are no approvals for bills at the state level.

Commissioner Cutter moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Valle, Harrison, Carson, and Freitas absent).

8.2. July 2015 Commission Retreat Summary

Tess Lengyel updated the Commission on the outcomes of the July 17, 2015 Commission retreat. She stated that the retreat focused on how Measure BB will impact local, regional, statewide, and national transportation infrastructure, and support job and economic growth. Tess provided a brief overview of the break-out session outcomes as well as the panel discussion and stated that the outcomes of the retreat will be incorporated into work plan, policy and communication activities at

Alameda CTC.

Commissioner Halliday wanted to make sure Commissioners were provided with roster of members on the MTC Executive Board. Art stated that staff will provide that information.

Commissioner Fujioka requested that the timely use of funds policy be distributed to the Commission. Art stated that staff will send out the current version to all jurisdiction and he informed the Commission that revisions for this policy may come in front of the Commission in upcoming months.

This item was for information only.

8.3. Countywide Transportation Plan: Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Copartmmission (MTC) and Update on MTC RTP Development

Tess Lengyel recommended that the Commission approve the draft lists of regional, committed, county-level projects and programs for submittal to the Regional Transportation Plan. (2) Direct staff to forward both the draft lists to MTC by September 30, 2015. Tess informed the Commission that this action is not a programming action, rather a long-range planning effort. Tess stated that on June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. A total of 313 applications were submitted and staff reviewed these applications to create the draft recommended RTP project and program lists for submittal to MTC.

Tess stated that there were comments by the technical committee (ACTAC) that will be incorporated into final list before it comes to the Commission. She noted that there is a letter from the Alameda CTC Chair to MTC which addresses performance measures as well as goods movement, transit crowding and reliability in addressing congestion.

Commissioner Cutter wanted more information on the meanings of each column in the list. Tess reviewed details on each column.

Commissioner Kaplan asked if we are proposing to request money for shuttles. Tess stated that funding for shuttles is included under minor transit improvements and programming.

Commissioner Kaplan asked if we are recommending an increase in Transbay bus services. Art stated that part of the discussion with MTC for regional funding includes funding for Transbay bus services.

There were two public comments on this item:
Sean Marciniak
Farid Javendel

Commissioner Kaplan moved to approve this item. Commissioner Halliday seconded

the motion. The motion passed unanimously (Valle, Harrison, Carson, and Freitas absent).

9. Finance and Administration Committee Action Items

9.1. FY2015-16 Community Advisory Committee Bylaws

Tess Lengyel recommended that the Commission approve the Alameda CTC FY2015-16 Community Advisory Committee Bylaws (ACTAC, BPAC, IWC, and PAPCO). She stated that approval of the bylaws formalizes the roles, structure, function and procedures for committee operations. Tess stated that the Alameda CTC Chair met with the IWC Interim Chair Deborah Taylor, and member Murphy McAlley on September 23, 2015. She stated that there were two additional recommendations to the bylaws located in the Commissioners folders, as a result of that meeting.

There was one public comment on this item:
Pat Piras

Commissioner Spencer wanted to make sure that clarifying language regarding member terms was updated in all bylaws. Art stated that staff would make that clarification.

Commissioner Kaplan suggested that staff approve the bylaws with the additional two recommendations included at the meeting.

Commissioner Kaplan motioned to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously (Valle, Harrison, Carson, and Freitas absent).

10. Closed Session

10.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

10.2. Report on Closed Session

Zack Wassernan reported that there was no action taken in closed session

Commissioner Kaplan stated that based on the evaluation considered during the Closed Session, she motioned that the Commission approve an increase in compensation for the Executive Director to $265,000 per year effective September 1, 2015. Commissioner Miley seconded the motion. The motion passed unanimously (Ortiz, Valle, Campbell-Washington, Haubert, Harrison, Carson, Capitelli, Atkin, and Frietas absent)

11. Member Reports

There were no member reports.

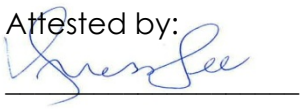
12. Adjournment

The next meeing is:

Date/Time: October 22, 2015 @ 2:00 p.m.

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

Attested by:



*(A = Action Item; I = Information Item)

DATE:	October 15, 2015
SUBJECT:	I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report
RECOMMENDATION:	Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

Construction of the express lane civil infrastructure for both eastbound and westbound I-580 express lane projects is being implemented through multiple contract change orders (CCO's) on multiple on-going construction contracts in the I-580 corridor. The express lane civil infrastructure includes both overhead and roadside signs, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping.

As reported in September 2015, due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Construction of the toll system has started and will install the required communication equipment and toll hardware to integrate the toll subsystems and software. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580.

Attachments A through E of this report provide detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration and public outreach activities.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission, Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will be completed by late 2015 (weather dependent), including the civil infrastructure required for express lane implementation.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one express lane construction project. The civil infrastructure components of this combined project are being constructed via CCO's which have been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items included as CCO's are:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

Development of system integration is complete and toll system installation has been progressing. Due to the complexity of coordinating multiple construction work activities at

overlapping locations, construction completion of the above referenced express lane support infrastructure has continued to experience delays. Additionally, these civil roadway construction contracts also include rehabilitation of existing roadway that require road paving at nights when multiple lanes can be closed. Because of the stringent temperature requirements involving both rubberized and open-graded asphalt products, paving operations were delayed until summer 2015. All three roadway paving constructors secured the supply of rubberized and open-graded asphalt from the same plant, all but eliminating work windows for the express lane contractor this summer, and thus extending construction delays. Significant paving progress was made on the westbound corridor between Greenville Road and Isabel Avenue in September, and only the final lift of open graded asphalt and final striping activities remain to be completed. Completion of commercial power sources required for express lane implementation is also behind schedule. These delays have had direct impact on toll system installation and the planned opening of express lanes. Staff has been conducting several meetings with roadway and system contractors, Caltrans and PG&E to coordinate scheduling issues and assess their impacts, in order to minimize construction and lane opening delays. Progress was made in September on PG&E service point connections, and there is now a plan to have all service points energized by November 2015. Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public. Staff will provide additional update to the Commissioners at the meeting.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 1368.004)

B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 1372.004/1372.005)

C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 1373.000)

D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 1373.001)

E. I-580 Express Lanes System Integration Monthly Progress Report

F. I-580 Corridor HOV Lane Projects – Location Map

G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

Kanda Raj, Express Lanes Program Manager

Stefan Garcia, Construction Manager

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 1368.004)
Monthly Progress Report
September 2015

PROJECT DESCRIPTION

The I-580 Eastbound HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in the rehabilitation of the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane support infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for this project include:

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will keep the single HOV lane open until the double lane HOV/express lane facility is completed

- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.
- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.
- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Bird Nesting on structures and in adjacent field areas

Completed Activities – 92% of the contract work was completed as of 09/20/15

Construction activities began in April 2013. Work completed to date includes:

- Construction of auxiliary lanes from Isabel Ave. to First St.
- Las Positas Creek (EB and WB) bridge widenings
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- All sound walls and retaining walls on the freeway corridor
- Pavement widening necessary for a double express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website (http://www.dot.ca.gov/dist4/projects/i580wbhov/) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Install Lighting and Traffic Operation Systems
- Complete the installation of infrastructure to support express lane operations by October 2015.
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date

- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source ($ million)						
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	Total
PA&ED						0.02	**0.02**
PS&E		1.72	1.30	0.23			**3.25**
ROW		0.17	0.08			0.28	**0.53**
Construct Cap	17.87	2.20	0.14		4.69	6.57	**31.47**
Construct Sup	2.53	1.12	0.10			0.71	**4.46**
Total	**20.40**	**5.21**	**1.62**	**0.23**	**4.69**	**7.58**	**39.73**
Total Project Cost: $39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in late 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 1372.004/1372.005)
Monthly Progress Report
September 2015

PROJECT DESCRIPTION

The I-580 Westbound (WB) HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the I-580 Eastbound (EB) HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane supporting infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently.
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements

- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.
- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.
- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.
- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions

on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.

- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – *87% of the contract work was completed as of 09/20/15*

- North Livermore Avenue bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)
- All base layers of new pavement have been placed (HMA and RAC)

SEGMENT 2 (Western Segment) – *93% of the contract work was completed as of 09/20/15*

- Median widening from Airway Boulevard to Hacienda Drive
- Median widening and barrier reconfiguration
- Bridge widening and gore areas
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)
- at Dougherty Undercrossing near Dublin BART station

- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls
- Outside widening from Airway Boulevard to Hacienda Drive
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website (http://www.dot.ca.gov/dist4/projects/i580wbhov/) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete the installation of infrastructure to support express lane operations by October 2015.
- Final pavement layers will be placed on main line I-580 between Greenville Road and Airway Boulevard through October 2015
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

SEGMENT 2 (Western Segment)

- Install Lighting and Traffic Operation Systems
- Complete the installation of infrastructure to support express lane operations by October 2015.
- Final asphalt paving and striping between Airway Boulevard and Hacienda Drive is complete; concrete pavement placement will be completed by September.
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is $143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source ($ million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.53	0.04					**0.57**
PA&ED		4.38						**4.38**
PS&E		2.29	0.11	0.15		1.69	0.42	**4.66**
ROW		1.16				0.04		**1.20**
Utilities		0.32						**0.32**
Const Cap	35.34		5.92	6.19	13.54	1.60		**62.59**
Const. Sup	6.52		1.59			1.08		**9.19**
Total	**41.86**	**8.68**	**7.66**	**6.34**	**13.54**	**4.41**	**0.42**	**82.91**
Total Project Cost: $82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source ($ million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.36	0.02					**0.38**
PA&ED		2.92						**2.92**
PS&E		1.53	0.07	0.10		1.12	0.28	**3.10**
ROW		0.77				0.03		**0.80**
Utilities		0.21						**0.21**
Const Cap	33.73		2.49		9.61	0.10	0.30	**46.23**
Const. Sup	6.75					0.58		**7.33**
Total	**40.48**	**5.79**	**2.58**	**0.10**	**9.61**	**1.83**	**0.58**	**60.97**
Total Project Cost: $61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):
The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in early 2016, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	February 2016 (T)

SEGMENT 2 (Western Segment):
The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in fall 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express

lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	October 2015 (T)

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ATTACHMENT C
I-580 Eastbound Express Lane Project
Monthly Progress Report
September 2015

PROJECT DESCRIPTION

The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility, for, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- Civil design is complete. The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and are being actively coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design development is complete
- The Caltrans encroachment permit has been secured and field toll system installation activities are progressing

RECENT ACTIVITIES

- Construction activities are progressing (see Attachment A for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate civil construction delays
- Toll system installation and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Civil construction activities, including infrastructure required for the installation of toll system (see Attachment A for details)
- Toll system installation and outreach activities will continue (see Attachment E for details)

POTENTIAL ISSUES/RISKS

Civil construction activities were initially scheduled to be completed in summer 2015 to allow for subsequent electronic toll system installation, testing and opening of the express lane facility. The original construction schedule was very aggressive. Delays

have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize the delays in lane opening.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is $55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lanes)	December 2015 (T)
End System Integration and Open Express Lanes	Early 2016

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
September 2015

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), to a single express lane facility, from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- Civil design is complete. Civil construction is being implemented through the Contract Change Order (CCO) process under the I-580 HOV lane projects currently in construction: I-580 Westbound HOV Lane - West Segment Project; I-580 Westbound HOV Lane - East Segment Project and I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and actively coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design development complete
- Caltrans encroachment permit secured, field toll system installation activities are progressing

RECENT ACTIVITIES

- Construction activities are progressing (see Attachment B for details)
- Construction coordination meetings were held to ease construction sequencing between the civil and toll systems construction projects and to mitigate civil construction delays
- Toll system installation and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Coordinate civil construction activities, including infrastructure required for the installation of toll system (see Attachment B for details)
- Toll system and outreach activities will continue (see Attachment E for details)

POTENTIAL ISSUES/RISKS

Civil construction activities were initially scheduled to be completed in summer 2015 to allow for subsequent electronic toll system installation, testing and opening of the express lane facility. The original construction schedule was very aggressive. Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening.
Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize the delays in lane opening.
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FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is $55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lane)	December 2015 (T)
End System Integration and Open Express Lane	Early 2016

ATTACHMENT E
I-580 Express Lanes System Integration
Monthly Progress Report
September 2015

PROJECT DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580. Civil items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project includes communication and tolling hardware design, software development, and factory testing of toll system equipment, hardware installation and toll system integration. Field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority (BATA)- Regional Customer Service Center and Caltrans, prior to implementing the new express lanes is also included under the System Integration contract. Implementation of express lane projects involves emerging technologies and is still a relatively new concept to Bay Area commuters. For this reason, Alameda CTC embarked on a robust education and outreach campaign in February 2015, to inform the public of the new facility and how to use the lanes.

Detailed Discussion

System integration improvements along the I-580 corridor include the most recent congestion management hardware, software and traffic detection technologies to efficiently manage current and forecasted traffic congestion to optimize existing corridor capacity. The system integrator will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software and services.

The project will include "near continuous" type access configuration to provide additional access opportunities through the express lane facility, while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Real-time traffic and travel conditions (traffic speed and volume data) will be gathered through traffic monitoring devices at various stations throughout the facility. Demand-based toll rates will be calculated utilizing a dynamic pricing model algorithm. Travelers will be informed of the calculated toll rates ahead of express lane entry locations on Dynamic Message Signs (DMSs). The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone (typically the next interchange) and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor).

To support this near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll evasion violation enforcement which involves a license plate image capture and review process. Closely spaced toll antennas and readers will be placed approximately at ¾-mile intervals to effectively read FasTrak® / FasTrak flex® (aka switchable) transponders. A transponder will have to be read once within a toll zone by a toll reader; which will charge a flat fee for use of the lane within that zone. The Toll Enforcement Ordinance was adopted by the Commission in July 2015 that will enable Alameda CTC to enforce automated toll evasion violation through the use of license plate image capture and review process. The registered owners of vehicles without a valid FasTrak® account will be issued a toll evasion violation notice, following a procedure, similar to the current procedure employed throughout the San Francisco Bay Area on the toll bridges.

In addition, staff has been working closely with BATA to finalize the interface between the toll system, regional customer service center operations, and the distribution of the FasTrak flex® (aka switchable) transponders. The FasTrak flex® transponders became available to the general public in July 2015.

Since express lanes involve new and emerging technologies and are relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak flex® toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

Electronic Transaction Consultants Corporation (ETCC) has completed software and hardware development consistent with the project concepts presented during the I-580 Workshops held in 2013. Zone tolling and automated toll evasion violation enforcement are part of the design development and includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Toll system installation has been progressing, however, due to delays experienced during the construction of the civil infrastructure elements and the installation schedule of commercial power sources (by PG&E), sequencing ETCC's field installation has become challenging. Staff has increased their field coordination efforts, including targeted coordination with the on-going Caltrans construction projects to revise the toll system installation sequence. As discussed at the July 2015 meeting, ETCC will be provided with the required additional traffic control and remobilization to support revised installation sequencing activities. A summary of approved change orders to date are included in Table A.

TABLE A. Toll System Construction Contract Change Orders:

CCO	Total CCO Budget	Description of CCO	CCO Amount	Revised CCO Budget
Budget approved in July 2015	$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	$113,400	$822,600

Due to the above referenced schedule delays, staff now anticipates the express lanes facilities to be opened in early 2016 (weather dependent). Staff is working closely with all parties involved to minimize the lane opening delays.

The comprehensive education and outreach effort continues within the project area and throughout the I-580 travel shed to inform motorists about the benefits of the new express lanes, how to use them, and how to obtain the required FasTrak® and FasTrak flex toll tags. The outreach effort is focusing on educating the public about the benefits of the lanes and that a FasTrak® toll tag is required for all users. Collateral materials and online information has been updated to reflect the new anticipated opening schedule and staff has worked to inform partners including the cities and CHP. Outreach continues to employers and major corridor destinations including Stoneridge Shopping Center and the Premium Outlets in Livermore as well as presentations to civic groups. A significant media campaign will be launched in early 2016, placing particular emphasis on commuter-oriented media including radio traffic sponsorships and outdoor transit posters as well as targeted online and local print.

The public is obtaining FasTrak Flex toll tags at a good rate both online at www.bayareafastrak.org and at Costco, Safeway and Walgreens retails stores, and the Bay Area Toll Authority has registered more than 16,000 tags through September 2015.

Key Recent Activities

- August 24 presentation to the Brentwood Rotary Club
- Articles for Dublin Chamber Newsletter and Dublin Business E-Newsletter
- Update materials and webpages to reflect opening timeframe
- Development of "how-to" video
- Outreach and responses to media
- Collaborate with 511 Rideshare to develop carpooling outreach on I-580 corridor and develop carpool/express lane door hanger
- Attendance at public outreach events

    - September 2: First Wednesdays in Pleasanton (with FasTrak representative)
    - September 11: Solano Avenue Stroll
- September 25 meeting with Dublin CHP

Key Upcoming Activities

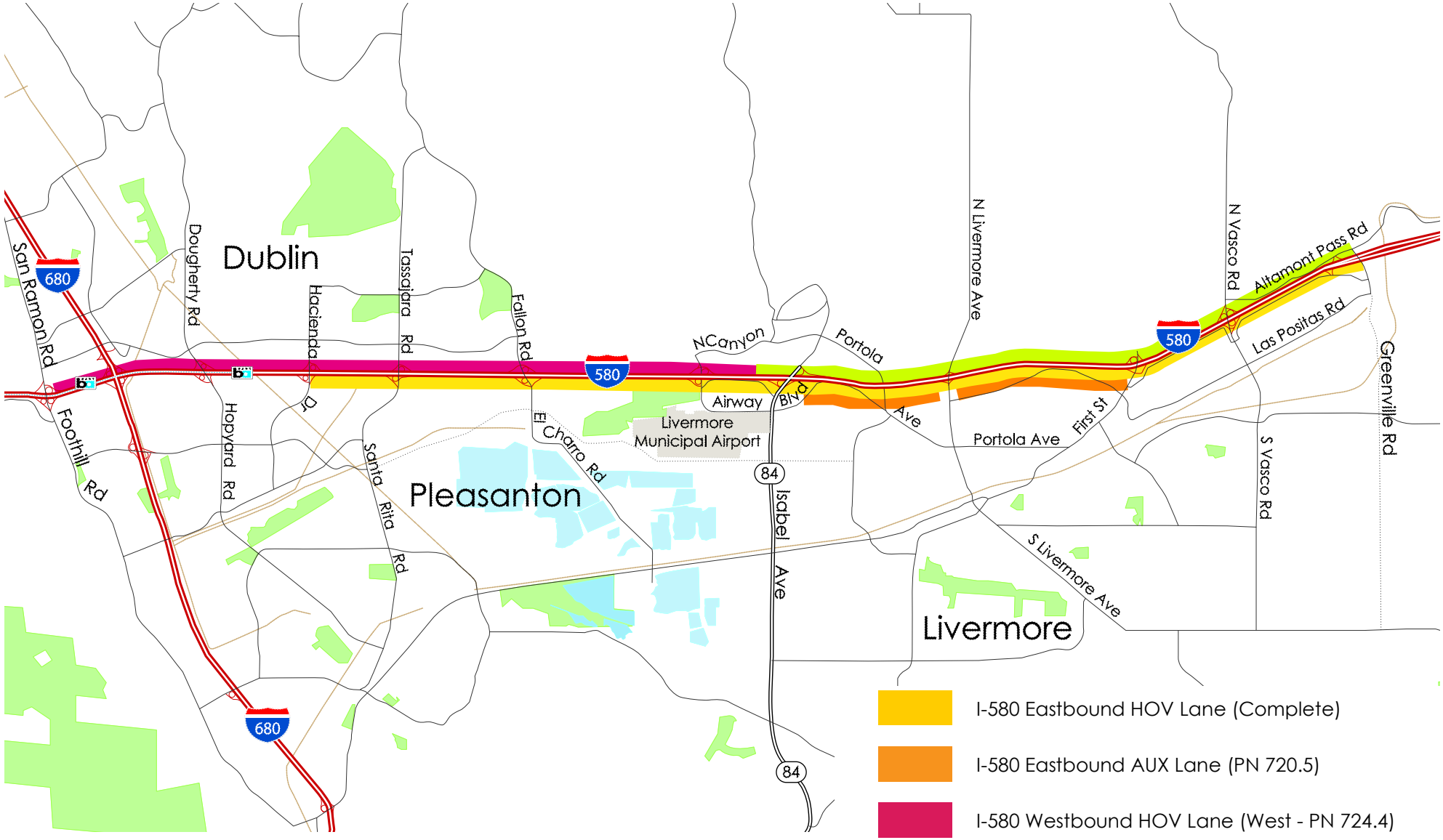
- October 14 presentation to Pleasanton Chamber of Commerce Board
- October 27 presentation to Tracy Rotary Club
- January 13 presentation to Tracy Sunrise Rotary Club
- Banner over 4th Street in Livermore scheduled January 18-31
- January 21 presentation to Tri-Valley Rotary Club
- Continued outreach to commuters and employers throughout commute shed in coordination with WHEELS, 511 Rideshare, San Joaquin County's Commute Connection and CCTA/Contra Costa 511
- Placement of informational posters on WHEELS and San Joaquin Regional Transit buses, in Livermore kiosks and in Pleasanton
- E-blasts to media, commuters and employers
- Media campaign to launch in early 2016, including radio (English and Spanish), print, online and outdoor - estimated to generate 21 million impressions

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee and Commission including an update on launch activities.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is $55 million, and is fully funded with a combination of federal, regional and local fund sources.

I-580 Corridor HOV Lane Projects - Location map



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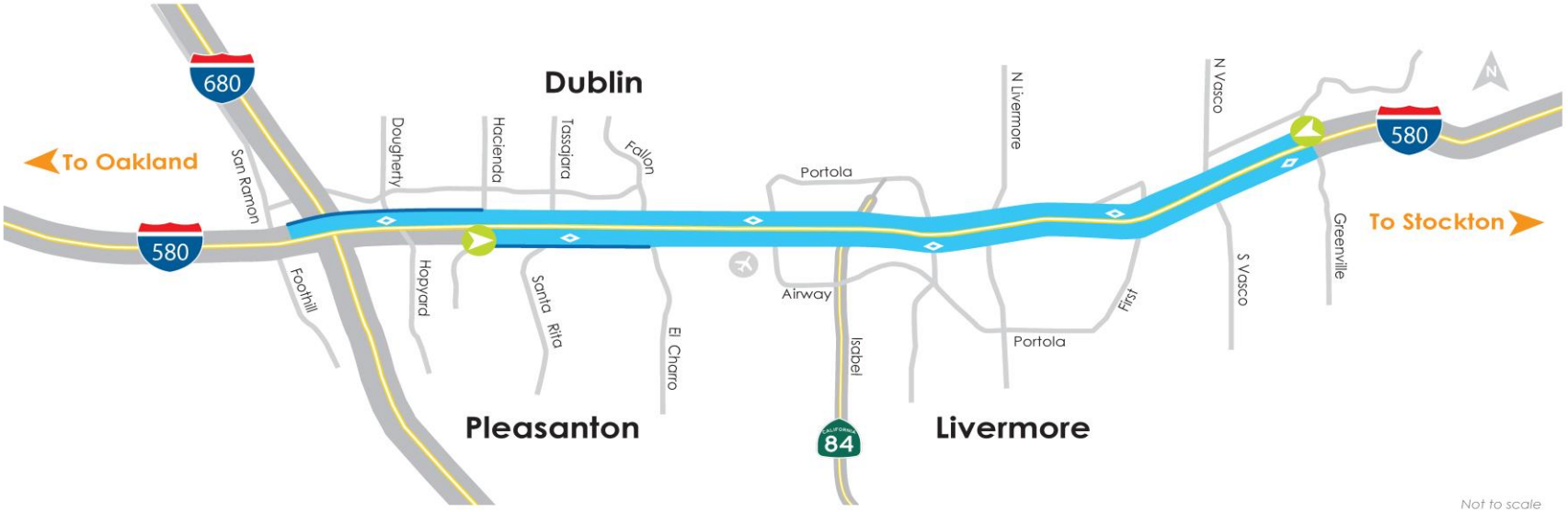
I-580 Express Lanes Project Location Map

6.2G



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.

One Westbound Express Lane

Lane begins at Greenville

No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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DATE:	October 15, 2015
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
RECOMMENDATION:	Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

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

Since the last update on September 14, 2015, the Alameda CTC reviewed one General Plan Amendment (GPA). Comments were submitted on this document and the comment letter is included as Attachments A.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Response to City of Dublin's Initial Study/Mitigated Negative Declaration for Jordan Ranch/Subarea 3/Wallis Ranch General Plan Amendment and Specific Plan Amendment

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Daniel Wu, Assistant Transportation Planner

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

September 14, 2015

Michael Porto
Project Planner
Community Development Department
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the City of Dublin's Initial Study/Mitigated Negative Declaration for Jordan Ranch/Subarea 3/Wallis Ranch General Plan Amendment and Specific Plan Amendment

Dear Mr. Porto,

Thank you for the opportunity to comment on the Initial Study and Mitigated Negative Declaration for Jordan Ranch/Subarea 3/Wallis Ranch General Plan Amendment and Specific Plan Amendment. The project includes proposed land use amendments of three subareas:

- Jordan Ranch subarea – Two sites:
  - 11.1 acre site on the south side of Central Parkway at Sunset View Drive currently designated as a community park. This project proposes a park/school designation that would allow development of a combination elementary and middle school for 950 students. Assuming this project is approved, the existing eastern portion of Jordan Ranch designated for a future school would be developed consistent with its underlying General Plan land use of medium density residential (up to 112 dwelling units).
  - 4.6 acre site located on the northeast corner of Central Parkway and Fallon Road currently designated as mixed-use for up to 115 residential units and up to 5,000 square feet of retail. This project proposes a "medium density" residential land use designation of up to 45 dwellings.
- Subarea 3: located south of Central Parkway, west of Fallon Road, and north of Dublin Boulevard. This project proposes changing land use designation from rural residential/agriculture to parks/public recreation for 10.75 acres in this subarea.
- Wallis Ranch: located in northern portion of Dublin generally bounded by Alameda/Contra Costa County line to the north, Parks Reserve Forces Training Area to the west, Tassajara Road to the east, and Tassajara Creek to the South. This project proposes changing a 1.9 acre site in Wallis Ranch from "Semi Public" to parks/public recreation.

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation expected from the existing General Plan and Specific Plan land use designations.

Thank you for the opportunity to comment on this project. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

DATE:	October 15, 2015
SUBJECT:	Alameda Countywide Transit Plan Draft Network Recommendations, Evaluation Methodology and Performance Measures
RECOMMENDATION:	Approve the Countywide Transit Plan Draft Network Recommendations, Evaluation Methodology and Performance Measures

Summary

The first ever Alameda Countywide Transit Plan will identify a 2040 vision of a comprehensive countywide transit network designed to support Alameda County's future needs and enable Alameda County's jurisdictions and transit providers to better align transit planning with local development and improved transit services. Combined, these efforts provide opportunities for greater ridership and accessibility throughout the county.

The Planning, Policy and Legislation Committee approved the Draft Network Recommendations, Evaluation Methodology and Performance Measures with the following comments:

- The recommendations should address the lack of transit service to the North Bay, particularly the San Rafael Transit Center, from the East Bay.
- Add total cost per rider as a quantitative performance measure.
- Call out the role of shuttles, particularly for providing first- and last-mile connectivity.
- Point out that declining bus operating speeds can be addressed through signal improvements and other measures to separate buses from traffic as well as through full implementation of fare payment systems (such as Clipper) that speed boarding.
- Transbay bus service should be expanded to alleviate crowding on BART.
- Identify strategies to enable more seniors utilize fixed route services instead of relying on paratransit.
- Implement level boarding where possible to reduce bus dwell times and improve operating speeds.
- Increase the frequency of ferry services.

- Although a bus connection between BART and ACE is currently under consideration, specify that at some point in the future, there may be a direct rail connection between BART and ACE.
- Strategies should focus on making transit a more viable and competitive transportation option.
- Include an Urban Rapid connection between Livermore ACE station and proposed BART station at Isabel.

The Transit Plan will include a set of *Network Recommendations* that will provide the basis for a 2040 vision of a comprehensive transit network. The Network Recommendations will address how existing transit services can be improved to grow ridership, achieve fiscal sustainability, and improve access across Alameda County.

Significant work has been done for the development of the Countywide Transit Plan, including:

- *Baseline Assessment*: included identifying the existing conditions of the transit network and creating the Vision and Goals of the Transit Plan which were adopted in March 2015.
- *Network Development:* performed an analysis of travel patterns and transit travel markets in 2040 and developed a set of *Draft Network Recommendations* designed to meet these future needs (See Attachment A, Technical Memorandum #5).
- *Evaluation Methodology:* included developing a set of *Performance Measures* which will be used to evaluate the Draft Network Recommendations (see Attachment B) and the comprehensive Vision Network against 2040 and 2010 baseline conditions.

The proposed *Draft Network Recommendations* includes outcomes from close coordination with transit stakeholders. An initial meeting was held with transit operator staff in March 2015 to review and comment on the Network Development methodology and approach. The consultant team then held a series of meetings in June 2015 with transit operator and local jurisdiction staff where feedback was solicited on the methodology and proposed network recommendations.

The evaluation methodology and performance measures presented in Attachment B were developed in consultation with transit operators and closely coordinated with the AC Transit Major Corridors Study. Attachment C provides additional detail on the proposed modeling approaches that will be used to evaluate individual network recommendations and the comprehensive transit network vision using the performance measures detailed in Attachment B.

Staff is recommending that the Commission approve the *Draft Network Recommendations*, the *Evaluation Methodology*, and the *Performance Measures* at this time. Based on this approval, the consultant team will use the adopted evaluation

methodology and performance measures to evaluate the draft transit network recommendations and the overall vision network and recommend refinements as well as priorities for implementation and phasing.

Future tasks, not included as part of this recommendation, but which will come to the Commission in early 2016, include the development of final near- and long-term network recommendations, a complementary paratransit strategy, strategies for better agency coordination, technology and customer service considerations, design guidelines and transit-oriented development infrastructure improvements, and a financial plan.

Background

The Countywide Transit Plan builds on recent transit planning efforts led by the Metropolitan Transportation Commission as part of the Transit Sustainability Project, and is being closely coordinated with planning efforts currently underway by individual transit operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's major corridors, and a Comprehensive Operations Analysis currently in progress for LAVTA/Wheels in the Tri-Valley. In addition, the Transit Plan recognizes that there are many other transit studies underway, including some in environmental phases of development, such as ACE Forward and the BART to Livermore/ACE project. In addition, Capital Corridor released its long-term vision in late 2014, and MTC is leading the Transbay Core Capacity Study with BART, AC Transit and Muni. The transit plan will acknowledge these additional planning efforts; however, it will not make recommendations on these specific studies since they are doing more detailed analyses of specific corridors than what this plan was scoped to perform.

Draft Transit Network Recommendations

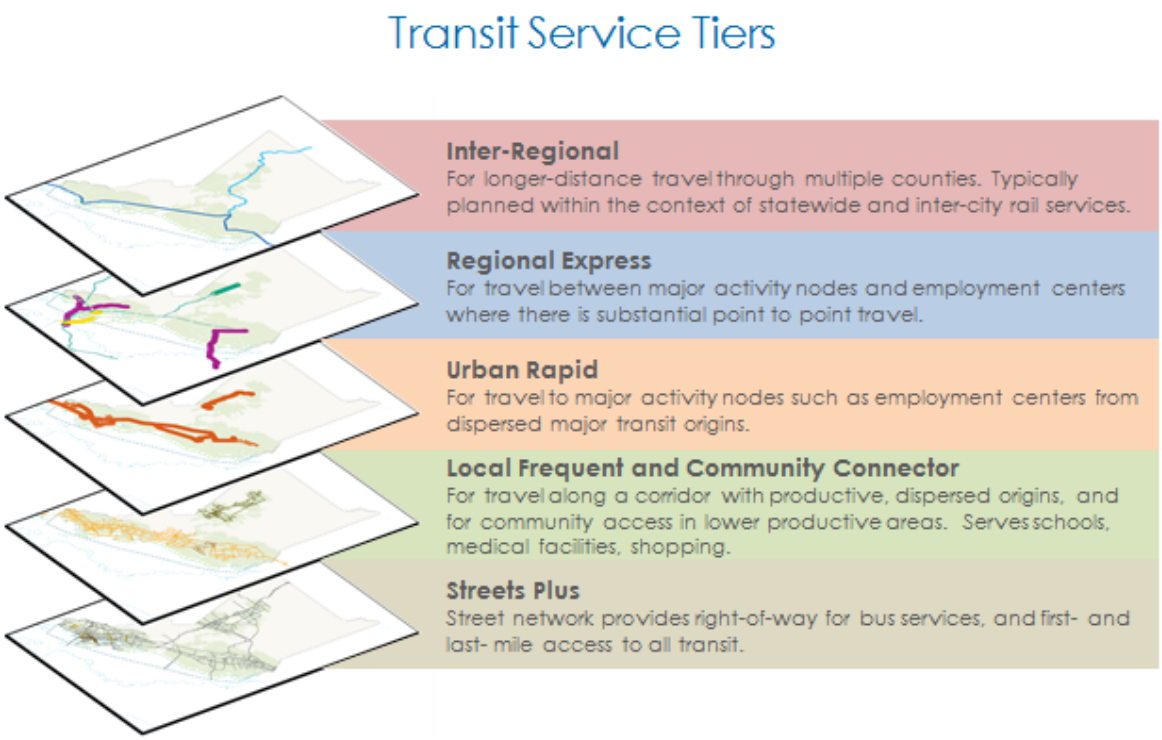
Technical Memorandum #5 (Attachment A) describes the Draft Transit Network Recommendations developed to help Alameda County realize its vision to "Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life." This technical memorandum focuses on the identification of draft recommendations for changes to the existing transit network for incorporation into the Countywide Transit Plan. It also presents a conceptual framework in the form of transit service tiers to clarify the differing elements of the demand for and provision of transit service in the county.

The Draft Transit Network Recommendations resulted from an in-depth analysis of future (year 2040) travel and land use forecasts and were refined in consultation with staff from the transit operators serving Alameda County and local jurisdictions. This analysis enabled the consultant team to identify areas where travel and land use patterns as well as employment and population densities indicated that there would be a strong market demand for fast, frequent transit service. In other words, there would likely be high enough transit ridership to support the more significant capital and operating investments typically required to provide transit service that is fast and frequent. Conversely, providing fast, frequent transit service in these areas would be most likely to result in the greatest number of people using transit.

While the focus of the Draft Transit Network Recommendations is on identifying areas where implementing fast, frequent transit service could not only significantly increase transit ridership but also substantially enhance the functionality and efficiency of our transit network, the final Countywide Transit Plan will provide a comprehensive set of recommendations for better integrating all tiers of transit service into a fully functional, effective and efficient transit network. To facilitate that effort, Technical Memorandum #5 also discusses the existing studies and plans currently being undertaken by AC Transit, Capitol Corridor, the Altamont Corridor Express (ACE), the Water Emergency Transportation Authority (WETA), and BART and how they relate to the specific recommendations made as part of the Countywide Transit Plan.

A transit tier structure is used as an organizational tool to help frame the discussion of the existing array of transit services and the potential for additional services that will foster a more efficient and seamless transit system. It is important to note that the tier structure does not imply a hierarchy of importance among the transit services or tiers. The purpose of the transit tier structure is to facilitate the understanding of different transit markets, service operations and operational characteristics, how they relate to the proposed network improvements, and how they combine together to create a comprehensive transit network. Each geographic transit tier is fundamentally connected to the rest, and the strength (or weakness) of each tier strengthens (or weakens) the entire transit network. Figure 1 provides an overview of the transit tier structure developed for the Countywide Transit Plan, which is described in more detail in Attachment A.

Figure 1



The Countywide Transit Plan will ultimately address all of the tiers of the transit network outlined in Figure 1. However, the focus of the Draft Network Recommendations is on the Regional Express and Urban Rapid tiers for the following reasons:

- Transit services within the Regional Express and Urban Rapid tiers carry the great majority of transit trips within, to and from Alameda County.
- Capital and operating investments that improve the capacity and operating effectiveness (in terms of travel time, frequency and reliability) of transit services within the Regional Express and Urban Rapid tiers are likely to have the greatest effect on increasing transit ridership, improving transit efficiency and sustainability, and achieving the Transit Plan's adopted vision and goals.
- To date, transit service in the Urban Rapid tier is significantly under developed. As a result, the level of transit mode share is significantly lower than would be expected given the very strong transit travel markets within Alameda County.
- While transit service in the Regional Express tier already meets the service objectives of being fast, frequent and reliable, it is at or over capacity, and additional service is needed to meet the demand both now and especially in the future.
- Alameda CTC, in partnership with local jurisdictions, transit operators, and regional agencies, can play an active role in facilitating significant improvements in transit services in the Regional Express and Urban Rapid tiers through capital and operating investments.

The Draft Transit Network Recommendations are detailed in Attachment A. It is important to note that all of the Draft Transit Network Recommendations are conceptual. In other words, specific routing and alignments have not been determined, and subsequent studies and environmental analyses will be required to determine specific alignments, routing, and capital and operating costs.

Evaluation Methodology and Performance Measures

Performance measures will be used for two types of evaluations, which will be performed based on Commission approval of performance measures:

- **Network:** This evaluation will quantify the anticipated benefits cumulatively resulting from the draft recommendations with respect to each identified goal. Performance measures will be applied to the existing (2010) and future (2040) baseline alternatives as well as the "Vision" network in order to gauge the relative effect of each network alternative.
- **Project:** The assessment will consider the costs and benefits of both capital and operating activities associated with each draft recommendation or proposed project. General assumptions will be made regarding capital and operating costs for each proposed network recommendation. (Those projects that are already in the project development or environmental phase will not be evaluated.) These cost assumptions will be used only for comparative purposes and are intended to provide information that can be used in prioritizing and/or phasing of project implementation.
    - **Capital:** This evaluation will allow Alameda CTC to do a comparative assessment of capital projects with respect to each identified goal.
    - **Operations:** A significant portion of the county's funds will continue to support operations and maintenance of transit services. The operating performance varies significantly across transit operators. This evaluation will allow Alameda CTC to evaluate operations practices of transit operators.

Both quantitative and qualitative performance measures have been identified for network and project evaluation. These are described below. Results from the evaluation of the draft recommendations using quantitative and qualitative performance measures will be presented in a matrix format. The transit vision network will also be evaluated against existing conditions and baseline conditions networks. For each performance measure, results will be presented on a three-point scale (low, medium, high). Each performance measure will be assigned weights determined through discussions with Alameda CTC. The performance evaluation outcomes will be presented to the Commission in early 2016.

Quantitative Performance Measures

Quantitative performance measures for each goal are summarized in Table 2 and are described in the following section.

Table 2: Quantitative Performance Measures

#	Goals	Performance Measures		
		Network-Level	Project-Level Capital	Project-Level Operating
1	Increase transit mode share	Per capita daily transit ridership	Net new riders	
		Percentage of intra-county trips on transit		
2	Increase effectiveness (including inter-regional travel)	Passenger trips per revenue vehicle mile		Passenger trips per revenue vehicle mile
		Miles of dedicated right-of-way (proxy for travel time reliability)	Miles of dedicated right-of-way (proxy for travel time reliability)	
		Daily transit trips (unlinked)	Daily transit trips (unlinked)	
			Reduction in transit travel time (peak/off-peak)	
		Number of transit hubs served, including inter-regional hubs		
3	Increase cost efficiency		Capital cost per net new rider	
		Operating cost per boarding		Operating cost per boarding
4	Improve access	Number of HH/jobs within half-mile of transit stops within each service tier	Number of HH/jobs within half-mile of transit stops	
		Number of Communities of Concern affected		
5	Reduce emissions	GHG emissions	Zero emission vehicles	
6	State of good repair		Cost of mid-life overhaul and/or replacements before 2045 to be included in cost estimates	

The definitions for the quantitative performance measures are as follows:

- **Per capita daily transit ridership**: This measure will be used to compare transit usage normalized with population over time (2010 vs. 2040). For evaluation of networks, ridership and population data will be taken from the travel demand estimation process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Appendix of Attachment B). For evaluation of operations, ridership data reported by transit agencies and population estimates/projections prepared by state or regional agencies will be used.
- **Percentage of intra-county trips on transit**: This measure will be used to track progress towards increasing transit mode share for intra-county trips. For evaluation of networks, intra-county ridership data will be taken from the travel demand estimation process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Appendix of Attachment B).

- **Net new riders**: This measure will be used to compare the ability of a project to attract new riders to transit. This measure will be used for evaluation of projects only and will use estimates of net new riders from the travel demand estimate process.
- **Passenger trips per revenue vehicle mile**: This measure will be used to assess the utilization of service for both networks and projects. For network and project evaluations, the passenger trips will come from the travel demand estimation process, while the revenue vehicle mile data will be derived from proposed service levels.
- **Miles of dedicated right-of-way**: This measure is a proxy for the reliability of transit service under the assumption that exclusivity reduces schedule variability associated with intermittent general purpose traffic congestion. The measure will be used for both network and project evaluations. The data will come from each project definition.
- **Daily transit trips**: This measure will show the transit trips associated with the project and will be aggregated at the network level. This measure is being used in addition to net new riders to allow for comparison to other transit agencies and provide input to efficiency metrics such as passenger trips per revenue vehicle miles. This data will come from the travel demand estimation process.
- **Reduction in transit travel time**: Transit travel time improvements will be estimated based on the type of physical changes proposed for the corridor. This measure will be applied at the project level. This data will come from a combination of using the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Appendix of Attachment B.
- **Number of transit hubs served, including inter-regional hubs:** This measure will show the "interconnectivity" of a particular transit line. This data will come from project definition evaluated against the existing and planned transit hubs.
- **Capital cost per net new rider**: This measure will be applied at the network and project level. Capital costs will be estimated from data bases that have compiled costs for comparable types of improvements in Alameda County and in other regions.
- **Operating cost per boarding**: This measure will be applied at the network and project level. Operating costs will be estimated from current operating costs for comparable types of service in Alameda County and other regions.
- **Number of households (by income level) and jobs within half-mile of transit stop within each service tier**: This measure provides useful information related to the potential overall market and equity issues associated with proposed service changes. It will be applied at the network and project levels. It also, provides a measure that helps provide context for the comparison of proposed projects in Alameda County to similar transit projects implemented elsewhere in the US.
- **Number of Communities of Concern affected:** This measure will help to establish whether the proposed modification will have a positive impact on Communities of Concern, i.e. those communities that face particular transportation challenges, either because of affordability, disability, or because of age-related mobility limitations. These may also be defined as those areas covered by Community Based Transportation Plans. A qualitative assessment of the extent to which proposed transit improvements benefit these communities will also be performed.

- **GHG emissions:** This measure will be applied on the network-level only and is generated based on output from the travel forecasting process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Appendix of Attachment B).
- **Zero emission vehicles**: This measure will be applied at the project level as an indicator of relative fleet emission impacts associated with the proposed improvement. Information on the use of zero-emission vehicles will be obtained from individual transit operators.
- **Cost of mid-life overhaul and/or replacements before 2045:** In order to reflect the goal of state of good repair, project cost estimates will take into account the cost of a mid-life overhaul and capital replacement required before 2045 as appropriate depending on asset type. This information will be obtained from individual transit operators as well as from the consultant team's database of relevant transit capital projects.

Qualitative Performance Measures

In addition to the quantitative measures listed above, the projects will also be evaluated using a set of qualitative performance measures to capture those benefits that cannot be readily modeled or forecasted so as to provide a quantitative metric. Qualitative measures include:

- **Support TOD strategy:** Linking transit investment with supportive land use patterns is critical to the success of transit. This performance measure will assess the characteristics of land uses adjacent to the proposed transit project to assess the potential for transit success by addressing the following questions:
    - *Density* – Are high density development and housing affordability requirements in place for development near transit stations/stops?
    - *Mix of Uses* – Does the local jurisdiction have policies that encourage mixed-use development, such as zoning codes that allow a mix of uses, form-based development codes (which generally facilitate mixed use development or co-location of different uses better than conventional zoning approaches), innovative jobs/housing balance policies and programs, shared parking allowances or requirements?
    - *Parking Management Policies* – Does the local jurisdiction have progressive parking policies, such as value or demand priced parking, reduced parking requirements in areas served by transit, parking maximums, shared parking policy, reduced parking for affordable housing units, provision of free or reduced-cost transit passes, and a tracking system to monitor these programs?
- **Number of existing or planned major activity nodes served:** Major activity nodes with high levels of transit demand serve as anchors for transit routes. Generally, major activity nodes are locations where there are a concentrated number of trip destinations and/or origins, such as colleges or universities, downtown central business districts, shopping centers, and large medical centers. The routes that are most productive not only have major anchors at each end of the route, but also have the potential to generate robust transit demand along the route.

Proposed projects will be evaluated in terms of how well they serve multiple existing or planned major activity nodes (including active PDA's).

- **Intermodal connectivity**: Projects will be evaluated in terms of how effectively they connect different types of transit services within the transit network. This will be evaluated by assessing the number of transit service tiers served and the ease of access between different transit modes.
- **Customer experience:** Customers' expectations evolve as amenities and services become available to them. Most transit agencies in Alameda County have carried out customer satisfaction surveys to identify factors that affect customer decision-making related to using transit. Most agencies have also adopted performance measures to track customer satisfaction over time. A qualitative assessment will be made of each project's impact to the rider's experience based on factors such as: service reliability, ease of transfers, ease of access to transit information and whether or not the proposed project has the potential to improve customer satisfaction.
- **Compatibility with Arterials Plan recommendations**: Coordination with the Arterials Plan typologies will ensure consistency between both plans.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Countywide Transit Plan Technical Memo #5 Draft Network Recommendations- *(hyperlinked to web)*
B. Countywide Transit Plan Technical Memo #6 Evaluation Methodology and Performance Measures- *(hyperlinked to web)*

Staff Contacts

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Kara Vuicich, Senior Transportation Planner

Mollie Cohen-Rosenthal, Assistant Transportation Planner

DATE:	October 15, 2015
SUBJECT:	Countywide Transportation Plan: Alameda County Final Project and Program List for Plan Bay Area 2040
RECOMMENDATION:	(1) Approve the Final lists of regional, committed, county-level projects and programs for submittal to the RTP (2) Direct staff to forward both the Final lists to MTC by October 30, 2015

Summary

MTC and ABAG are in the process of performing a focused update of Plan Bay Area, which includes the Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) as mandated by SB 375. The RTP is scheduled to be adopted in the spring of 2017 and is updated every four years. To support development of the RTP, MTC requested that each Congestion Management Agency (CMA) in the Bay Area coordinate project submittals from its county. On June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. Projects submitted at this time would also be considered for future Comprehensive Investment Plan (CIP), One Bay Area Grant (OBAG), and State Transportation Improvement Program (STIP) funding. The call-for-projects closed on July 31, 2015. This item is not a programming action; rather, it is a long-range planning action to allow Alameda County projects to be submitted into the RTP. This action does not program any Measure B, VRF, Measure BB funds or any other funds.

MTC has assigned Alameda CTC an initial target county budget of $2.65 billion, which is a 25-year funding assumption. Alameda CTC must submit financially constrained final programmatic and project lists to MTC by October 30, 2015. These lists will be used by MTC staff in the first round of evaluating transportation investments in the RTP to determine how they perform against adopted performance measures and targets, including greenhouse gas reduction targets and a Sustainable Communities Strategy target.

In September 2015, Alameda CTC adopted a draft list of projects and programs and submitted it to MTC by the required September 30 deadline. During October, several corrections were requested by jurisdictions on the draft list; the final list reflects those changes. Specific changes made on the project lists from September to October are described below under *ACTAC Comments* on draft list.

Jurisdictions throughout Alameda County submitted 332 applications for consideration. During August staff reviewed and sorted these applications to create Final recommended RTP project and program lists for submittal to MTC. This item summarizes the concurrent RTP and CTP Call for Projects and Programs process and outcomes, and requests Commission approval for actions as summarized above. This memo also provides a brief update on the RTP/SCS development process.

Background

Call for Project Process

In support of the development of the RTP, MTC requested that each Congestion Management Agency in the Bay Area coordinate project submittals from its county and assist with public outreach. Alameda CTC is also in the process of updating its CTP, the long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. As such, Alameda CTC released a call-for-projects in June 2015 that will inform the 2016 CTP, the 2017 RTP, and the Alameda CTC's CIP; it will also inform Alameda CTC OBAG2 and STIP funding allocations. The call-for-projects closed on July 31st, 2015.

Project and Program Screening

Alameda CTC received 332 applications during the call-for-projects. During August 2015, staff and the consultant team conducted an initial screening and evaluation process for all applications to inform the RTP lists. Applications were sorted into the following categories:

(1) *Programmatic*: MTC guidance requested that agencies bundle projects, programs, and plans into programmatic categories, where possible. Capital projects and programs that are not capacity increasing and exempt from air quality conformity requirements and/or categorically exempt (CE) from CEQA or documented categorical exclusion (DCE) from NEPA. Programmatic categories are groups of similar projects, programs, and plans that are included under a single listing in Plan Bay Area 2040. Therefore, programmatic applications were further sorted into MTC's 14 designated programmatic categories for the RTP:
   a. New Bicycle and Pedestrian Facilities (Expansion)
   b. Management Systems (System Management)
   c. Safety and Security (System Management)
   d. Travel Demand Management (System Management)
   e. Intersections (System Management)
   f. Multimodal Streetscape (System Management)
   g. Minor Highway (System Management)
   h. Minor Transit (System Management)
   i. Minor Freight (System Management)
   j. Land Use (System Management)

k. Planning (System Management)
l. Emission Reduction (System Management)
m. Rehabilitation (Preservation)
n. Routine Operation and Maintenance (Operations)

(2) *Projects*: Capital projects that are regionally significant, committed or capacity increasing and are not exempt from CEQA or NEPA air quality conformity analysis. These projects were sorted into three categories as defined by MTC:
   a. *Regional*: MTC's definition for a regional project is those projects that are regionally significant where "regional" is defined as serving more than a single County.
   b. *Committed*: MTC's definition of committed projects for purposes of the RTP is that either a) the project is 100% locally funded, or b) the project includes a full funding plan and environmental clearance by September 30, 2015. MTC further defines a full funding plan as including local and discretionary funds..
   c. *Local/Countywide*: All remaining projects are considered local or countywide projects.

These distinctions are important for two reasons: (1) 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, (2) Regional and Committed projects do not count towards Alameda CTC's allocated RTP budget of $2.65 B.

Public Outreach:

Similar to the 2012 CTP development, the 2016 CTP update includes a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and stakeholders. In addition, Alameda CTC collected input from the general public during outreach meetings for each of the ongoing multimodal plans which will inform the CTP. The details of the outreach conducted and the results are shown in attachment F. Public outreach for the Plan will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders' time; CTP input will be sought at strategic points throughput the Plan development process. Additional outreach for development of the Alameda County CTP will take place in the coming months as noted above.

ACTAC Comments

Types of Changes: (1) Project title updated for BART to Livermore/ACE, (2) Inserted cost and funding for Alameda CTC's Trail Maintenance application, and (3) Fixed project title typos for Grimmer Boulevard Greenway and Vasco Road Interchange.

- Regional Table:

- Project title changed from "BART to Livermore Project Development" to "BART to Livermore/ACE Project Development"

- Programmatic Projects Table:
  - Revised project details for Alameda CTC's Countywide Trail Maintenance (CTP Index #329) :
    - Changed project title from "Trail Maintenance" to "Bicycle and Pedestrian for Regional Projects and Trail Maintenance"
    - Added cost ($154 million) and requested funding ($154 million), however totals cost and funding for programmatic projects were unchanged for now.

- Projects Table:
  - Project title spelling corrected for two applications:
    - Grimmer Boulevard Greenway (CTP index #141)
    - I-580 Vasco Road Interchange Improvements (CTP index #174)

Changes to be Made from September Commission to October ACTAC/PPLC/ Commission:

Several corrections were requested to the draft approved RTP lists. There were three categories of changes: *(1) Corrected project cost and funding based on comments from project sponsors; (2) Moved projects between categories/tables based on updated project information; and (3) Moved projects to the correct subcategories in the projects and programmatic tables.* Changes to each of the tables in Attachments A, B, D and-E are described below. There were no changes to Attachment C.

- Attachment A, Table 1: Summary Table:
  - Revised as necessary based on changes below

- Attachment B, Table 2: Regional Table:
  - Updated cost, programmed funding, and requested funding for:
    - I-580/I-680 Interchange Improvement Project (CTP Index #027).
    - I-880 Northbound HOV/HOT Extension (A Street to Hegenberger) (CTP Index #034)
  - Carried project over from the 2012 CTP:

        - Widen I-580 for eastbound and westbound HOV/HOT from between Greenville Road and San Joaquin County line (CTP Index #330)

    - Correct the funding request to match application for SR-84/I-680 Interchange Improvements and SR-84 Widening project (CTP Index #037)

    - Per BART's request, update programmed and requested funding for two BART projects:

        - BART Metro: Bay Fair Connection (CTP Index #041)
        - BART to Livermore/ACE Project Development (CTP Index #043)

- Attachment D, Table 4: Programmatic Projects Table:

    - Updated cost, programmed funding, and requested funding for:

        - Alameda County's Parking Demand and Management Strategy Study (CTP Index #018)
        - BART's Station Modernization Program (Alameda County) (CTP index #044)
        - LAVTA's Major Service Improvements (Routes 10, 12, and 15) (CTP index #298)
        - City of Alameda's Park Street Streetscape Improvements (CTP index #066)
        - Livermore's Isabel/BART PDA Multimodal Improvements (CTP index #171)
        - Livermore's Annual Pavement Maintenance – MTS Routes (CTP index #173)
        - Hayward's Tennyson Avenue Grade Separation at Niles Subdivision (CTP index #165)
        - MTC/Oakland/San Leandro's I-880 ICM North Alameda Segment (CTP Index #191)

    - Corrected cost and funding request for Alameda CTC's Transit Operations Service Augmentation (CTP Index #328)

    - Moved Oakland's West Grand Avenue Complete Streets Project (#201) to Projects Table, since it requires air conformity analysis (road diet).

    - Move 6 applications that are related to shuttles from the Safety and Security subcategory to the Travel Demand Management subcategory:

        - West Berkeley Shuttle (CTP index #111)
        - Hayward's First/Last-Mile BART shuttle (CTP index #166)
        - Oakland's Library shuttle (CTP index #210)
        - Oakland's Citywide Neighborhood Bus Shuttle Program (CTP index #213)

        - San Leandro's LINKS Shuttle Service (CTP index #257)
        - Emeryville's Door to Door Paratransit Shuttle (CTP index #121)

    - Per PPLC's request on October 12, 2015, Alameda County submitted an application for Niles Canyon Regional Trail (CTP Index #332)

- Attachment E, Table 5: Projects Table:

    - Moved City of Fremont's SR-262 Mission Boulevard Cross Connector Improvements (CTP index #150) to the Regional Table:

        - Update cost, programmed funding, and requested funding

    - Updated programmed funding and requested funding for:

        - Dublin's Dougherty Road Widening (CTP index #112)
        - Hayward's I-880 Winton Avenue Interchange Improvements (CTP index #161)
        - Livermore's Iron Horse Trail (CTP index #170)
        - Livermore's I-580 First Street Interchange Improvements (CTP index #168)
        - Livermore's I-580 Greenville Road Interchange Improvements (CTP index #169)

    - Corrected ATP fund eligibility for projects within the Three Major Trail Development Program subcategory

    - Moved 7 projects to the correct subcategory (Arterial Projects – Improvements):

        - Fruitvale Avenue Lifeline Bridge Project (CTP Index # 016)
        - Fremont's Auto Mall Parkway Widening and Improvements (CTP index # 132)
        - Fremont's Fremont Boulevard Widening (CTP index #140)
        - Fremont's Grimmer Boulevard Greenway (CTP index #141)
        - Fremont's Kato Road Widening (Warren Avenue to Milmont Drive) (CTP index #144)
        - Fremont's SR-84 Mowry Avenue Widening (Peralta Boulevard to Mission Boulevard) (CTP index #151)
        - Fremont's SR-84 Peralta Boulevard Widening (Fremont Boulevard to Mowry Avenue) (CTP Index #152)

<u>Final RTP List Recommendations</u>

Applications for a total of $21.2 billion in programs and projects funding requests were received as follows: $7.2 billion in programs, $2.2 billion in countywide/local projects, and $11.8 billion in regional projects. The total overall cost of all the projects and programs,

including committed projects, is $26.2 billion, as shown in Attachment A, Table 1. As part of the RTP, MTC has assigned Alameda County an initial target budget of $2.65 billion over a 25 year horizon. This amount is expected to be 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 fall and are likely to be less than the $2.65 billion.

For the Final RTP submittal due October 30, 2015, the following is recommended:

- Regional projects: It is recommended that regional/multi-county projects be submitted to MTC for a total of $14.8 billion, of which $9 billion is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need and are shown on Attachment B, Table 2.

- Committed projects: It is recommended that committed projects for a total of almost $547 million be submitted to MTC. These projects meet the funding and environmental clearance requirements of MTC. These projects are shown on Attachment C, Table 3.

- For programmatic categories: It is recommended that the amount of funding assigned to programs be for the MTC discretionary funding requests as part of the Alameda County share is $1.1 billion. This represents 43% of the $2.65 billion discretionary funding target being assigned to the 14 program categories shown in Attachment D, Table 4.

- For local/countywide projects: It is recommended that the remaining 57% or $1.5 billion of the $2.65 discretionary funding target be assigned to the countywide local projects shown in Attachment E, Table 5.

Schedule and Next Steps

- September 30, 2015: Forward Final lists to MTC along with the Alameda CTC Resolution 15-008 (Attachment G).
- Late September: Address Committee/Commission comments; refine Final list to create final submittal for MTC;
- October 8: ACTAC review and recommendation to Committee and Commission
- October 12: Committee review and recommendation to full Commission
- October 22: Commission action on final list for submittal to MTC
- October 31: Forward final lists to MTC

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table 1. Final Summary List of Regional, Committed, Programs and Projects and Comparison of September Draft list and Final October List

B. Table 2. Final Regional Program List
C. Table 3. Final Committed Projects List Submittal for Alameda County
D. Table 4. Final Programs Project List Submittal for Alameda County
E. Table 5. Final Alameda County Project List Submittal for the RTP
F. CTP 2016 Outreach Activities and Results
G. Alameda CTC Resolution 15-008

Staff Contact

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

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

Table 1A - Changes to Draft PBA 2040 Applications Summary from September 2015

Final Alameda County Submittal to PBA 2040 Applications Summary (October 2015)					
	Total Cost ($ 000s)	Total Programmed Funding ($ 000s)	Total Funding Requests ($ 000s)	Requested Local Discretionary Funding ($ 000s)	Funding Proposed for "Regional Discretionary" ($ 000s)
MTC Programmatic Categories	**$8,012,371**	**$844,212**	**$7,168,158**	**$3,277,087**	**$1,138,574**
Transportation Project Categories	**$2,789,257**	**$562,661**	**$2,226,596**	**$715,170**	**$1,511,426**
Regional	**$14,871,817**	**$3,013,859**	**$11,857,959**	**$2,824,617**	**$9,033,342**
Committed	**$547,844**	**$505,971**	**$0**	**$0**	**$0**
GRAND TOTAL	**$26,221,289**	**$4,926,703**	**$21,252,713**	**$6,816,874**	**$11,683,342**

Draft Alameda County Submittal to PBA 2040 Applications Summary (September 2015)					
	Total Cost ($ 000s)	Total Programmed Funding ($ 000s)	Total Funding Requests ($ 000s)	Requested Local Discretionary Funding ($ 000s)	Funding Proposed for "Regional Discretionary" ($ 000s)
MTC Programmatic Categories	**$6,851,197**	**$866,326**	**$5,984,865**	**$3,184,347**	**$1,148,000**
Transportation Project Categories	**$2,779,156**	**$571,078**	**$2,208,078**	**$705,911**	**$1,502,167**
Regional	**$14,369,217**	**$2,870,509**	**$11,498,708**	**$2,826,067**	**$8,672,642**
Committed	**$527,844**	**$527,844**	**$0**	**$0**	**$0**
GRAND TOTAL	**$24,527,414**	**$4,835,757**	**$19,691,651**	**$6,716,325**	**$11,322,809**

Table 2 - Final Alameda County Submittal to PBA 2040 - Regional Program

Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

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

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

Changes Made to September 24, 2015 Draft List

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

(2) Project moved from projects category (Table 5).

(3) Regional project carried over from 2012 CTP.

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

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

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

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

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

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

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

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

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

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

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

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

Changes Made to September 24, 2015 Draft List

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

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

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

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Table 5 - Final Alameda County Submittal to PBA 2040 - Projects

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

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

*Projects may be eligible for more fund sources than indicated

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

Changes Made to September 24, 2015 Draft List

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

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

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

(4) Corrected project fund eligibility (ATP)

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
December 16, 2013	Partner agencies and stakeholders	Ditching Dirty Diesel Collaborative (DDDC)	20	Goods Movement Plan: Stakeholder Letter to DDDC				√			√
January 16, 2014	Alameda CTC Commission and Public	Commission email distribution list	135	Goods Movement Plan: ED Report Publication			√	√			√
January 31, 2014	General Public	Constant Contact	4,357	Goods Movement Plan: E-newsletter			√	√			√
February 3, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	4	Goods Movement Plan: Stakeholder Interviews with California Trucking Association		√					√
February 20, 2014	Alameda CTC Commission and Public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report Publication			√	√			√
February 21, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	10	Goods Movement Plan: Stakeholder Interviews with Alameda Labor Council		√					√
February 24, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder Interviews with Businesses		√					√
February 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder Interview with California Capital and Investment Group		√					√
March 5, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder Interviews with DDDC		√					√
March 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder Interview with GSC Logistics		√					√
	Alameda CTC PPLC and Public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	5	Goods Movement Plan: Stakeholder Interviews with East Bay Economic Development Alliance		√					√
March 27, 2014	Alameda CTC Commission and Public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 28, 2014	Partner agencies and stakeholders	CMA Planning Directors	9	Goods Movement Plan: Stakeholder Interviews with CMA Directors		√					√
April 3, 2014	Partner agencies and stakeholders	Goods Movement Plan Outreach Summary	20	Goods Movement Plan: Stakeholder Interviews with International Longshore and Warehouse Union		√					√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

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

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

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

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

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

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
October 29, 2014	Jurisdictions	MMAP email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meetings (Central)							
	Jurisdictions	MMAP email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meetings (North)	√		√				√
October 30, 2014	Jurisdictions	MMAP email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meetings (East)							
November 6, 2014	Alameda County Technical Advisory Committee - Joint Multimodal Arterial Plan and Transit Plan TAC	ACTAC email distribution list and MMAP & Transit Plans distribution lists and ACTAC email distribution list	147	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update Transit Plan: Vision, Goals, and Performance Measures Update	√		√				√
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111								
November 12, 2014	Partner agencies and stakeholders	Countywide Transit Plan sign in sheet	1	Countywide Transit Plan: Small Group Meeting with Bay Area Council		√					√
November 13, 2014	Jurisdictions	MMAP email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)	√		√				√
November 15, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #2	√		√			√	√
November 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder Interviews with Oakland Airport		√					√
November 25, 2014	Alameda CTC Commission and Public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report Publication			√	√			√
December 5, 2014	Partner agencies and stakeholders	Countywide Transit Plan sign in sheet	5	Countywide Transit Plan: Small Group Meeting with Bike East Bay, EBRDD, TransForm, EBRPD		√					√
			1	Countywide Transit Plan: Small Group Meeting with UC Berkeley		√					√
January 8, 2015	Goods Movement Plan Technical Advisory Committee	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Update	√		√				√
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111								
January 21, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #3	√		√			√	√
January 29, 2015	Countywide Transit Plan Ad Hoc Committee		13	Countywide Transit Plan: Ad Hoc Committee to Discuss Needs Assessment, Vision and Goals		√					√
January 30, 2015	Partner agencies and stakeholders	Countywide Transit Plan sign in sheet	6	Countywide Transit Plan: Small Group Meeting with Various Advocate Groups		√					√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
February 4, 2015	Goods Movement Plan Technical Advisory Committee	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Discussion	√		√				√
February 5, 2015	Multimodal Arterial Plan Technical Advisory Committee	Multimodal Arterial Plan TAC emal distribution list	146	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update	√		√				√
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; Goods Movement Plan: Needs Assessment							
February 9, 2015	Alameda CTC PPLC and Public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; 2016 Countywide Transportation Plan (CTP) and Plan Bay Area Update	√		√				√
February 12, 2015	General Public	Readership of Post Newsgroup El Mundo	5,000	CTP and Modal Plans: Transportation Open House Advertising					√		
	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Dublin	√		√	√		√	√
February 13, 2015	General Public	Page Views of Vision Hispana	416,652	CTP and Modal Plans: Transportation Open House Advertising					√		
February 15, 2015	General Public	Readership of Sing Tao	180,00	CTP and Modal Plans: Transportation Open House Advertising							
February 19, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	Goods Movement Plan: ED Report Publication			√	√			√
February 21, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Hayward	√		√	√		√	√
February 23, 2015	Alameda CTC Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee	PAPCO, ParaTAC and Paratransit Public distribution lists	223	Countywide Transit Plan: Presentation to PAPCO and ParaTAC	√		√				√
February 24, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Fruitvale	√		√	√		√	√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
February 26, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; CTP and Plan Bay Area	√		√				√
March 5, 2015	Goods Movement Plan Technical Advisory Committee	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment	√		√				√
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	Countywide Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies							
March 7, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Oakland	√		√	√		√	√
March 9, 2015	Alameda CTC PPLC and Public	Commission email distribution list	135	Countywide Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√
March 10, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder Interviews with Anrab and Associates & DOT Maritime Administration		√					√
			12	Goods Movement Plan: Stakeholder Interviews with Advocate Groups, ACPHD, Air District, and CCPHD							
March 11, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	9	Goods Movement Plan: Stakeholder Interviews with Businesses		√					√
March 19, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP: ED Report Publication			√	√			√
March 22, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Fremont	√		√	√		√	√
March 26, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	Countywide Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
March 31, 2015	General Public	Constant Contact	4301	Goods Movement Plan: E-newsletter Publication	√		√	√			√
April 9, 2014	Multimodal Arterial Plan Technical Advisory Committee	Multimodal Arterial Plan TAC emal distribution list	146	Multimodal Arterial Plan Draft Roadway Typology Framework and Performance Measures	√		√				√
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111								
	Alameda CTC Bicycle and Pedestrian Advisory Committee	BPAC email distribution list	11	Multimodal Arterial Plan, Countywide Goods Movement Plan and Countywide Transit Plan: Presentation to BPAC							
April 15, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP: ED Report Publication			√	√			√
April 20, 2015	Jurisdictions	MMAP email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meeting (North)	√						√
	Partner agencies and stakeholders	MMAP email distribtuion for stakeholders	7	Multimodal Arterial Plan: Stakeholder Meeting with Seniors, Trucking, Paratransit Community, ACFD Emergency Response, and Bike East Bay		√					√
April 21, 2015	Jurisdictions	MMAP email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)	√						√
April 22, 2015	Jurisdictions	MMAP email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meeting (Central)	√						√
	Jurisdictions	MMAP email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meeting (East)	√						√
April 29, 2015	General Public	Attendees of Plan Bay Area Openhouse	90	Goods Movement Plan, Multimodal Arterial Plan, Countywide Transit Plan: Fact Sheets	√		√			√	√
May 28, 2015	Alameda CTC's Facebook Page	Website Clicks and people reached	41	CTP Workshop: Social Media					√		
May 29, 2015	General Public	Constant Contact details in Chinese, English, and Spanish	4,052	CTP Workshop: Invitation							√
June 4, 2015	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
June 8, 2015	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	107	CTP Workshop: Social Media					√		
June 11, 2015	Jurisdictions	Countywide Transit Plan email distribution list for North & Central County	33	Countywide Transit Plan: Planning Area Meeting (North/Central)	√						√
June 12, 2015	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	198	CTP Workshop: Social Media					√		
June 15, 2015	Jurisdictions	Countywide Transit Plan email distribution list for East County	15	Countywide Transit Plan: Planning Area Meeting (East)	√						√

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June 16, 2015	Alameda CTC's Facebook Page	website Clicks and people reached	43	CTP Workshop: Social Media					√		
	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	268								
June 18, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Countywide Transit Plan: Meeting and ED Report Publication			√	√			√
June 20, 2015	Jurisdictions	Countywide Transit Plan email distribution list for South County	24	Countywide Transit Plan: Planning Area Meeting (South)	√						√
June 23, 2015	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	222	CTP Workshop: Social Media					√		
July 1, 2015	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	137								
July 4, 2015	General Public	Page Views of Vision Hispana	416,652	CTP Workshop: Advertising					√		
July 6, 2015		Readership of Sing Tao	180,000								
		Readership of Post Newsgroup El Mundo	5,000								
July 9, 2015	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
	Bicycle and Pedestrian Advisory Committee	BPAC email distribution list	11	Multimodal Arterial Plan: Presentation to BPAC	√		√				√
July 13, 2015	Alameda CTC PPLC and Public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
July 16, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Countywide Transit Plan: ED Report Publication			√	√			√
July 17, 2015	Alameda CTC's Twitter	Tweet Impressions (number of people that saw the tweet)	204	CTP Workshop: Social Media					√		
July 21, 2015	Multimodal Arterial Plan Technical Advisory Committee	Multimodal Arterial Plan TAC emal distribution list	146	Multimodal Arterial Plan: TAC on Draft Street Typology Framework and Modal Priority	√		√				√
July 22, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #4	√		√			√	√
July 23, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
August 31, 2015	General Public	Constant Contact	5,562	Goods Movement Plan, CTP: E-newsletter Publication	√		√				√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications / Letters	Media	Event	Email Outreach
September 10, 2015	Goods Movement Plan Technical Advisory Committee	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC on Draft Strategy Evaluation							
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	Goods Movement Plan: Draft Strategy Evaluation; CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
September 14, 2015	Alameda CTC PPLC and Public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
September 17, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP: ED Report Publication			√	√			√
September 24, 2015	Alameda CTC Commission and Public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
October 7, 2015	Countywide Transit Plan Technical Advisory Committee	Countywide Transit Plan TAC email distribution list and ACTAC distribution list	109	CTP: Network Recommendations, Evaluation Methodology and Performance Measures	√		√				√
October 8, 2015	Multimodal Arterial Plan Technical Advisory Committee	Multimodal Arterial Plan TAC emal distribution list and ACTAC distribution list	146	Multimodal Arterial Plan: Draft Street Typology Framework and Modal Priority							
	Alameda County Technical Advisory Committee and Public	ACTAC email distribution list	111	Goods Movement Plan, Multimodal Arterial Plan, Countywide Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
	Bicycle and Pedestrian Advisory Committee	BPAC email distribution list	11	Multimodal Arterial Plan: Update	√		√				√
October 12, 2015	Alameda CTC PPLC and Public	Commission email distribution list	135	Goods Movement Plan, Multimodal Arterial Plan, Countywide Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
		Total:	**1,060,886**								

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ALAMEDA County Transportation Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 15-008

Resolution approving the lists of Alameda County Projects and Programs for submittal to the Metropolitan Transportation Commission for inclusion in the Plan Bay Area 2040

WHEREAS, the Metropolitan Transportation Commission (MTC) has initiated an update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Plan Bay Area 2040; and

WHEREAS, on April 29, 2015, MTC issued a "Call for Projects" for the update of Plan Bay Area 2040; and

WHEREAS, MTC has requested sponsors and/or Congestion Management Agencies (CMA) to submit projects and programs for inclusion in Plan Bay Area 2040; and

WHEREAS, as the CMA for Alameda County, Alameda County Transportation Commission (Alameda CTC) issued a call for projects on June 2, 2015, to update the 2012 Alameda Countywide Transportation Plan and to use it to inform the development of Plan Bay Area 2040; and

WHEREAS, Alameda CTC developed the attached proposed Lists of Projects and Programs working with the stakeholders for inclusion in Plan Bay Area 2040; and

NOW THEREFORE BE IT RESOLVED, as follows:

The submittal of the projects and programs as attached to this resolution to MTC for inclusion in Plan Bay Area 2040 is approved: and

The Clerk of the Alameda CTC is hereby directed to forward a copy of this Resolution to MTC.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting of the Commission held on October 22, 2015 in Oakland, California, by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

Scott Haggerty
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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DATE:	October 15, 2015
SUBJECT:	Draft 2015 Congestion Management Program
RECOMMENDATION:	Approve the 2015 CMP, augmentation and extension of the Travel Demand Management Program contract for the Guaranteed Ride Home program, and the FY2014-15 CMP Conformity Findings.

Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP includes forward-looking comprehensive strategies for congestion management that improve multimodal mobility and better connect transportation and land use in the county. Alameda CTC seeks approval for the updated 2015 CMP, an extension of a travel demand management (TDM) program that is part of the CMP requirement, and the annual findings regarding local jurisdictions' conformance with implementation of the CMP elements.

The CMP is required to incorporate five key elements: a designated CMP roadway network, level of service monitoring, a multimodal performance element, a land use analysis program, and a capital improvement program. The last update to the CMP was completed in October 2013, which was a result of a comprehensive review of Alameda County's CMP and a detailed update to various elements. Considering the many legislative efforts related to the CMP currently underway (Senate Bill 743, Assembly Bills 1098 and 779), which could fully or partly change the CMP and its requirements, the 2015 update to the CMP is a focused update only to incorporate progress on the implementation of various CMP elements that occurred in the last two years.

The updated CMP document is available on Alameda CTC's Congestion Management Program web page. Once the Commission adopts the 2015 CMP, Alameda CTC will forward the document to the Metropolitan Transportation Commission (MTC) to meet the MTC requirement for CMP Conformity and continue implementation of the TDM element through the Guaranteed Ride Home Program and other programs at Alameda CTC.

Discussion

State CMP legislation requires biennial updates, and during odd-number years, Alameda CTC develops and updates a Congestion Management Program for Alameda County to monitor the performance of the county's transportation system, develop strategies to address congestion and improve the performance of a multimodal system, and strengthen the integration of transportation and land use planning. The following are the required elements of the CMP:

- Roadway Monitoring: Monitor congestion levels against the level of service (LOS) standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard.
- Multimodal Performance Measures: Evaluate the region's multimodal transportation system against adopted performance measures.
- Transportation Demand Management: Promote alternative transportation strategies with a transportation demand management element, also called travel demand management (TDM).
- Land Use Impact Analysis: Analyze the effects of local land use decisions on the regional transportation system. Develop and maintain a travel demand model to assess the land use impact.
- Capital Improvement Program: Prepare a capital improvement program that maintains or improves the performance of the transportation system.

2015 Update to CMP Elements

Unlike prior updates to the CMP, the 2015 update is a focused, basic update only to incorporate the implementation results for various CMP elements that occurred since the adoption of the last CMP in October 2013. This focused update approach was triggered by three ongoing legislative efforts, Senate Bill 743 and Assembly Bills 1098 and 779, which are proposing to make changes to either all or part of the Congestion Management Program. Until SB 743 is implemented or AB 1098 or AB 779 are passed, any major update to the CMP or one of the five required elements may not be productive. Alternatively, Alameda CTC is proactively working with the other CMAs in the region and MTC to develop recommendations to inform legislative actions for a meaningful CMP that considers the relevant aspects of the current CMP and aligns with the environmental protection goals across all levels of government.

The following are the highlights of the updates made to the CMP elements as part of the 2015 CMP update:

- Level of Service Monitoring—Incorporated the 2014 LOS monitoring results of the CMP network, and no new deficiency plans were identified.
- Multimodal Performance Element—Reviewed and incorporated an inventory of various performance measures being monitored across many planning efforts.
- Travel Demand Management—Incorporated the launch of a comprehensive TDM website (Commute Choices) and made progress on the continued implementation of the Guaranteed Ride Home program.
- Travel Demand Model—Updated key features of the model information with the new model updated in August 2014 including the MTC Conformance approval.
- Capital Improvement Program—Incorporated the Comprehensive Investment Plan, a significant effort by Alameda CTC that establishes a short-range investment strategy by establishing a list of near-term priority improvements that consider all fund sources and align with the Countywide Transportation Plan.

The Capital Improvement Program element also includes a list of Alameda County projects for the State Transportation Improvement Program (STIP). MTC is responsible for developing the region's funding priorities for the Regional Transportation Improvement Program (RTIP) and will incorporate the proposed county STIP projects within the CMP to develop the region's RTIP and will submit them to the California Transportation Commission for adoption into the STIP. However, since the 2016 STIP revenue projection statewide has dramatically decreased (only $46 million is available compared to $282 million for the prior cycle), the 2016 RTIP provides no new project capacity to the nine-county region including Alameda County. Therefore, no new STIP projects were proposed from Alameda County for the 2016 STIP cycle.

Update on Implementation CMP Elements

Travel Demand Management Element – Guaranteed Ride Home Program

The Alameda County Guaranteed Ride Home (GRH) program is one TDM measure that Alameda CTC undertakes to meet state requirements in the CMP and to reduce greenhouse gas emissions as required by state legislation, Senate Bill 375 and Assembly Bill 32. The GRH program is a TDM strategy that encourages people to reduce their vehicle trips by offering them a ride home for emergency situations or unscheduled overtime, when they take alternative modes of transportation to work. In January of 2014, GRH changed from a voucher-based program to a reimbursement program. A mandatory re-enrollment in the program also occurred at this time to ensure an updated database and better tracking of actual enrollment amounts.

The 2014 Annual Report for the program states that the GRH program enrollment was 2,179 employees in Alameda County. The program supported the reduction of 157,438 one-way vehicle trips in 2014, or 1,514 vehicle roundtrips per week. During 2014, 37 rides were taken as part of the program. This represents about 2 percent of eligible rides that employees could have taken and illustrates how this program performance as a type of "insurance" for people who travel on non-auto, single driver modes of transportation .

Since its inception, the GRH program has been funded by the Transportation Fund for Clean Air (TFCA) program. Alameda CTC contracted with Nelson/Nygaard Consulting Associates to provide Guaranteed Ride Home program operational services on November 1, 2012 (contract A12-0027) with a contract amount of $110,750 for a one-year period until November 30, 2013, with an option to extend the agreement up to five years incrementally until June 30, 2017. The Commission approved two one-year extensions to cover a period until November 30, 2015 for a total additional contract amount of $278,353. Alameda CTC is now proposing the final extension on the contract until the end of June 30, 2017. Staff has negotiated a budget and a scope of work with Nelson/Nygaard for the period until June 30, 2017 for the GRH program operations and associated program enhancements, and seeks Commission approval for the extension through June 2017 with an associated budget of $72,617, which will bring the total contract amount to $350,970. As a result of the five-year maximum term under the competitive bid, Alameda CTC will put the contract out for a completive request for proposals for the next contract.

2015 Annual CMP Conformity Findings

Annually, local jurisdictions must comply with four elements of the CMP to be found in compliance. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing Proposition 111 gas tax funding. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
    a. Submit to Alameda CTC all Notices of Preparations, Environmental Impact Reports, and General Plan Amendments;
    b. Review the allocation of Association of Bay Area Governments' land use projections to Alameda CTC's traffic analysis zones;
    c. Provide a list of land use approvals from the previous fiscal year and a copy of the most recent state Housing Element Progress Report; and
4. Pay annual fees.

In mid-September 2015, Alameda CTC contacted all Alameda County jurisdictions for the necessary documentation to determine CMP conformity for fiscal year 2014-2015 (FY2014-15). Documents were requested by October 1, 2015. Attachment A summarizes the status of conformance documentation by jurisdiction that all jurisdictions have complied with the CMP conformance requirements. .

The conformance elements and related activities undertaken to establish conformance are described as follows.

Level of Service Monitoring Element

The following Deficiency Plans are active, and status reports have been requested. No new deficiency plans were required based on the 2014 level of service monitoring results.

1. **SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection**
   Lead jurisdiction: City of Oakland
   Participating jurisdictions: City of Alameda and City of Berkeley
2. **SR-185 (International Boulevard) Between 46th and 42nd Avenues**
   Lead Jurisdiction: City of Oakland
   Participating jurisdictions: City of Alameda
3. **Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)**
   Lead jurisdiction: City of Fremont
   Participating jurisdictions: City of Newark

Travel Demand Management Element

Jurisdictions were provided the Site Design Checklists to update.

Land Use Analysis Element

- *Development project review*: Jurisdictions are reviewing a listing of land use projects that Alameda CTC had reviewed and commented on during FY2014-15. Quarterly updates were presented to facilitate and inform this annual conformity process, and the last quarterly update on the land use projects contained projects reviewed until end of April 30, 2015.
- *Land use forecast review*: Jurisdictions reviewed Plan Bay Area 2013 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update completed in August 2014.
- *Land use database*: As part of developing the 2013-2014 Annual Performance Report, Alameda CTC requested that jurisdictions provide data on land use approvals in January 2015. Attachment A shows the jurisdictions that provided

information on developments issued entitlements between July 1, 2013 and June 30, 2014.

Based upon approval by the Commission, Alameda CTC will submit the 2015 CMP to MTC to meet the MTC CMP Conformity requirements, and implementation of GRH program will continue.

Fiscal Impact: The fiscal impact for approving this item is $72,617 for the GRH program, which was included in the budget adopted for FY2015-16 as part of the Alameda CTC approved 2015 TFCA program in September 2015.

Attachments

A. Draft FY2014-15 CMP Conformance

Staff Contacts

Tess Lengyel, Deputy Director of Planning and Policy

Saravana Suthanthira, Senior Transportation Planner

Laurel Poeton, Assistant Transportation Planner

Daniel Wu, Assistant Transportation Planner

Table 1
2015 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			TDM Element	Payment of Fees	Level of Service Element	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review*	Land Use Approval Information**	Site Design Checklist	Payments thru 4th Quarter FY 13/14	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.
* This requirement has been met through jurisdictions review of land use allocation in 2014 travel demand model update
**Jurisdictions provided land use approval information in response to request in January 2015

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DATE:	October 15, 2015
SUBJECT:	Northern California Mega Region Study
RECOMMENDATION:	Approve $20,000 contribution for Alameda County's share of Northern California Mega Region Study

Summary

Alameda County is a hub for transportation in the Bay Area and increasingly for the Northern California mega-region in terms of goods movement, transit and roads. Alameda County serves as a gateway to the world for goods movement to and from the county, the San Francisco Bay Area, Northern California and the Western U.S. The Port of Oakland is the fifth largest port in the nation, and 90 percent of Bay Area trade by weight goes through the Port via trucking, rail and waterways. Transit plays a critical role in Alameda County and increasingly at a regional and mega-regional level by providing vital accessibility to individuals and businesses with inter-regional, regional and local transit services. Roads and highways move people and goods within the county, region and beyond. Alameda County is home to all interstate highways in the Bay Area with the exception of I-280, carrying people and goods within, to, through and from Alameda County. The increasing interconnectedness of the county with mega-regional travel is expected to grow over time. Evaluating this potential growth and its effect on the County's transportation assets is an important next step to the current multi-modal planning being conducted at Alameda CTC.

This recommendation supports an Alameda County contribution of $20,000 for a mega-regional study to be conducted by the Bay Area Council Economic Institute that will address projected growth in the mega-region and focus on transportation assets to facilitate increasing transit and goods movement activities.

Background

A joint study by the Bay Area Council Economic Institute is proposed to address mega-regional trends and interconnectivity between Sacramento, Northern San Joaquin and the Bay Area. As a central focal point for transportation into and out of the Bay Area and mega-region, Alameda CTC has the opportunity to be a participant in this study to address mega region growth and our county's role in it. This study is a viable next step to the existing planning studies (countywide transit and goods movement plans) currently

underway at Alameda CTC. The overall mega-region study is $164,000 and $20,000 is Alameda CTC's proposed contribution.

Fiscal Impact: The action will authorize the encumbrance not to exceed $20,000 for subsequent expenditure. If approved, this amount will be included in the mid-year budget update for FY2015-16 Budget.

Staff Contacts
Tess Lengyel, Deputy Director of Planning and Policy

DATE:	October 15, 2015
SUBJECT:	Transportation Fund for Clean Air (TFCA) FY 2015-16 Program
RECOMMENDATION:	Approve the TFCA FY 2015-16 Program

Summary

Transportation Fund for Clean Air (TFCA) County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. For fiscal year (FY) 2015-16, a total of $2.038 million is available to program by the Alameda CTC. Staff recommends the Commission approve the FY 2015-16 TFCA Program, as detailed in Attachment A.

Background

TFCA funding is generated by a regional four dollar vehicle registration fee collected by the Air District. Through the TFCA County Program Manager (CPM) fund, forty percent of this revenue is redirected back to the counties from which it was collected. The remaining sixty percent is administered directly by the Air District through the Regional TFCA program. As the TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for annually programming the revenue generated in Alameda County for this program. The program is subject to the requirements of the Air District-approved CPM Policies, through which five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program.

TFCA projects are to result in the reduction of motor vehicle emissions. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of $10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction may borrow against its projected future share in order to

receive more funds in the current year, which can help facilitate the required annual programming of all available funds.

FY 2015-16 Program

A total of $2.038 million of TFCA funding is available for FY 2015-16. The annual call for projects was released in May 2015 and applications were due in June. Projects were evaluated on an individual basis for program eligibility and cost-effectiveness, in conformance with current Air District Policies and guidance. As typical for this program, after the initial round of project evaluations, it was necessary to extend the application period in order to identify enough cost-effective projects for a program recommendation that programs all available funds. The recommended FY 2015-16 Program is detailed in Appendix A.

The recommended funding amounts for all shuttle projects reflects a pending exception to the current Air District CPM Policies, which establish the maximum cost-effectiveness value for shuttle projects at $125,000 of TFCA per ton of emissions reduced ($125,000 TFCA/ton). Air District staff proposes to increase the maximum cost effectiveness for shuttles to $175,000 TFCA/ton, in order to align it with the Air District's current limit under the Regional TFCA program. The exception request is scheduled for consideration by the Air District Board in November 2015. On the off-chance the exception is denied, the recommended amounts for the shuttle projects will be adjusted downwards accordingly and the remaining difference (estimated at a total of $153,000) would be reprogrammed in FY 2016/17.

Next Steps

The Alameda CTC is required to provide a Commission–approved program of projects to the Air District by November 6, 2015. The Alameda CTC will then enter into project-specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 1, 2015 will be eligible for reimbursement.

Fiscal Impact: TFCA funding is made available by the Air District and costs associated with TFCA projects, and the Alameda CTC's administration of the TFCA program, are included in the Alameda CTC's 2015-16 budget.

Attachments

A. TFCA County Program Manager Fund, FY 2015-16 Program

Staff Contacts

James O'Brien, Interim Deputy Director of Programming and Allocations

Jacki Taylor, Program Analyst

TFCA County Program Manager Fund, FY 2015-16 Program

70% Cities/County Share

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY15-16 fund estimate)	TFCA Cost-effectiveness ($ TFCA/ton)	TFCA Recommended [1]	Notes
Alameda County	East Castro Valley Boulevard Class II Bicycle Lanes	Install Class II bike lanes on East Castro Valley Boulevard from Five Canyons Parkway to Villareal Drive, in Castro Valley. Project closes a 0.7 mile gap in an existing 7.8 mile Class 2 facility originating from the Castro Valley BART Station.	$ 362,000	$ 338,000	$ 338,915	$ 88,668	**$ 62,000**	
Alameda County	Line 97 Corridor Improvements (Arterial Component)	Arterial management improvements on Hesperian Blvd, between W. A St to Springlake Dr., in unincorporated Alameda County. This is a segment of an overall Line 97 Corridor project, implemented by AC Transit, which includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP) at 61 intersections, signal coordination, relocation of key bus stops from near side to far side, and real-time information along a 13-mile corridor, from Bayfair BART to Union City BART.		$ 44,000		$ 88,393	**$ 44,000**	Funding to be programmed to AC Transit's Line 97 Corridor project.
Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Expansion of the Alameda CTC's TDM program to include bicycling, transit and carpool promotion. Includes funding for: (1) Alameda CTC's existing bicycling promotion program to promote bicycling around Bike to Work Day, including the "I Bike" campaign. Requesting $60K for FYs 2015-16 and 2016-17; (2) a pilot countywide carpool promotion program focused towards commuters traveling in and through Alameda County. Includes corridor-specific education and outreach efforts to promote the benefits of carpooling and the use of carpooling matching programs. Requesting $150K for FYs 2015-16 and 2016-17.	$ 210,000	$ 210,000	NA	$ 44,285	**$ 210,000**	See Note 2
Albany	Marin Ave Class II Bicycle Lane Gap Closure	Install 0.16 mile of Class 2 bike lanes on Marin Ave from Cornell Ave to San Pablo Ave. Project will close a gap in existing bike lanes on Marin Ave, resulting in a continuous Class I and II connection from the Ohlone Greenway to the Bay Trail.	$ 1,022,187	$ 100,000	$ 16,896	$ 89,766	**$ 95,000**	
Berkeley	Berkeley Citywide Bicycle Parking Program	Installation of 160 bike racks and 12 bike corrals in Berkeley that will accommodate a total of 534 bikes. Project includes purchase and installation of bike racks and mounting hardware, as well as installation of bollards, striping, signage and curb stops for the 12 bicycle corrals.	$ 137,000	$ 137,000	$ 45,503	$ 74,206	**$ 137,000**	
Dublin	San Ramon Rd. Arterial Management	Traffic Signal Coordination/TSP improvements along San Ramon Road from I-580 on ramps on San Ramon Boulevard past Vomac Rd to City Limits, including signal coordination for 5 traffic signals, update 5 traffic signal controllers for current and future TSP, and TSP for 3 intersections along the corridor. Project coordinated with installation of bicycle loop detectors and narrowing of the roadway to accommodate buffered bike lanes.	$ 267,000	$ 267,000	$ 195,249	$ 89,793	**$ 146,352**	Requires a four-year expenditure period with 2-year post-project data collection.
Oakland	Oakland Broadway "B" Shuttle off-Peak Weekday Operations	The free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is to fund weekday off-peak service, 10am-3pm which will complement a current regional TFCA grant for eligible weekday, peak-hour service, 7am-10am and 3pm-7pm, for FY 2015-16.	$ 630,930	$ 242,000	$ 56,804	$ 173,903	**$ 210,000**	See Note 1
Oakland	CityRacks Citywide Bike Rack Program	Phase 12 of the City of Oakland's ongoing CityRacks citywide bike rack program. Funding is for the purchase and installation of a minimum of 400 publically-accessible bicycle parking spaces.	$ 124,000	$ 124,000		$ 89,665	**$ 124,000**	
Pleasanton	Pleasanton Trip Reduction Program	The program consists of a suite of employer-based, residential-based and school-based programs that promote trip reduction and commute alternatives. Request is for FYs 2015-16 and 2016-17 program operations.	$ 184,000	$ 88,000	$ 43,631	$ 89,681	**$ 53,000**	
San Leandro	LINKS Shuttle	LINKS Shuttle operates between San Leandro BART and West San Leandro every 20 minutes, Monday through Friday, during peak commute hours from 5:45am to 9:45am and 3:00pm to 7:00pm. The route was recently revised into separate North and South loops. Request is for FYs 2015-16 and 2016-17 program operations.	$ 1,334,000	$ 74,000	$ 269,228	$ 172,309	**$ 50,000**	See Note 1
Union City	Line 97 Corridor Improvements (Arterial Component)	Arterial management improvements on Alvarado-Niles Road from Almaden Blvd to Hartnell St. A segment of an overall Line 97 Corridor project, implemented by AC Transit, which includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP) at 61 intersections, signal coordination, relocation of key bus stops from near side to far side, and real-time information along a 13-mile corridor, from Bayfair BART to Union City BART.	$ 203,000	$ 36,000	$ 342,282	$ 85,926	**$ 36,000**	Funding to be programmed to AC Transit's Line 97 Corridor project.
		Subtotal Cities/County (70%) Requested		**$ 1,660,000**			**$ 1,167,352**	
		TFCA 70% Fund Estimate		$ 2,062,726			$ 2,062,726	
		Difference		*$ 402,726*			$ 895,374	

TFCA County Program Manager Fund, FY 2015-16 Program

30% Transit Discretionary Share

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	TFCA Recommended [1]	Notes
AC Transit	Line 97 Corridor Improvements (Transit Signal Prioritization Component)	Project includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP) at 61 intersections, signal coordination, relocation of key bus stops from near side to far side, and real-time information. Improvements along a 13-mile corridor, from Bayfair BART to Union City BART, along (1) Hesperian Boulevard in San Leandro, unincorporated Alameda County, and Hayward; and (2) Union City Boulevard, Alvarado-Niles Road and Decoto Road in Union City.	$ 6,188,000	$ 200,000	NA	$ 85,939	**$ 148,000**	Funds for TSP component. Funds for signal timing scope in Union City and unincorporated Alameda Co. are shown above.
BART	West Oakland Station Bicycle Lockers	The project will install a total of 110 new bike parking spaces at the West Oakland BART Station. A new bike locker plaza at the West Oakland station near the station's fare gates will provide 88 shared use electronic BikeLink locker spaces. In addition to the new lockers, bike racks located on the main plaza will be reconfigured and racks will be added to accommodate 22 additional bikes.	$ 417,000	$ 55,000	NA	$ 80,345	**$ 55,000**	
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	Service provides a second free shuttle between California State University East Bay campus and the Hayward BART Station, 7am - 7 pm, M-F. Request is for FYs 2015-16 and 2016-17 operations.	$ 267,378	$ 123,000	NA	$ 123,663	**$ 123,000**	See Note 1
Alameda CTC	Guaranteed Ride Home and Transportation Demand Management Information Services	The Alameda County Guaranteed Ride Home Program (GRH) is a countywide program that provides a "guaranteed ride home" to program registrants in case of an emergency when they use alternative modes to commute to work in Alameda County. The Transportation Demand Management (TDM) information program promotes commute alternatives, though various mediums including the Alameda CTC's Commute Choices website. Request is for FYs 2015-16 and 2016-17 program operations.	$ 270,000	$ 270,000	NA	$ 32,838	**$ 270,000**	
LAVTA	LAVTA Rte 30 BRT Operations	LAVTA Rte 30 Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton . Service area incudes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Lawrence Livermore and Sandia National Labs, and other employment centers. Request is for FYs 2015-16 and 2016-17 Operations.	$ 6,520,000	$ 400,000	NA	$ 174,468	**$ 275,000**	See Note 1
		Subtotal Transit Discretionary (30%) Requested		**$ 1,048,000**			**$ 871,000**	
		TFCA 30% Fund Estimate		$ (24,374)			$ (24,374)	
		Difference		*$ (1,072,374)*			*$ (895,374)*	

TFCA Category	Amount Available (Fund Estimate)	Amount Requested	TFCA Recommended [1]	Difference (Fund Estimate vs. Recommended)
Subtotal 70% Cities/County	$ 2,062,726	$ 1,660,000	$ 1,167,352	$ 895,374
Subtotal 30% Transit	$ (24,374)	$ 1,048,000	$ 871,000	$ (895,374)
Totals	**$ 2,038,352**	**$ 2,708,000**	**$ 2,038,352**	**$ -**

Notes:

1) The amount recommended reflects the Air District's proposal to increase the TFCA CPM Program's cost-effectiveness maximum for shuttles from $125K TFCA/ton to $175K TFCA/ton, which is the current maximum for shuttles under the Regional TFCA program. The Air District Board will consider this request in November 2015. If the exception is not approved, the resulting $153K difference will be reprogrammed in FY 2016-17.

2) Project is proposed to be funded proportionally from the 70% cities/county shares.

DATE:	October 15, 2015
SUBJECT:	I-80 Integrated Corridor Mobility Project #2 – Specialty Material Procurement (PN 1387.002): Construction Contract Acceptance (Alameda CTC Resolution 15-007)
RECOMMENDATION:	Adopt Alameda CTC Resolution 15-007 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Telegra, Inc. for the I-80 ICM Project #2 – Specialty Material Procurement.

Summary

Alameda CTC is the sponsor of the I-80 Integrated Corridor Mobility (ICM) Project #2 – Specialty Material Procurement in Alameda County which procured specialty materials for the I-80 ICM project which will enable operational improvements and implement intelligent transportation System (ITS) strategies along a 19.5-mile portion of I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties.

It is recommended that the Commission authorize the Executive Director to accept the completed construction contract pending submittal of closeout documents with Telegra, Inc. for the I-80 ICM Project #2 – Specialty Material Procurement (PN 1387.002) through the adoption of Alameda CTC Resolution 15-007.

Background

The Alameda CTC in partnership with Caltrans and the Contra Costa Transportation Authority are currently in the process of implementing the I-80 ICM Project. The I-80 ICM project will enable operational improvements and implement intelligent transportation System (ITS) strategies, such as adaptive ramp metering and incident management, along a 19.5-mile portion of I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. The I-80 ICM Project #2 – Specialty Material Procurement Contract consists of furnishing, testing, delivery, warranty, and providing installation/testing assistance for Variable Advisory Speed Signs, Lane Use Sign, Variable Message Signs, Information Display Boards, Controller Cabinets, and Sign Controllers that were installed by Caltrans under a separate construction contract.

Bids for the I-80 ICM – Project #2 were opened on July 9, 2012. On July 26, 2012, the

Alameda CTC Board awarded contract A12-0019 in the amount of $4,577,297.92 to Telegra, Inc. A summary of contract cost at completion is provided below:

Contract Summary

Awarded Contract Amount:	$ 4,577,297.92
Total CCO Amount:	$ (84,328.64)
Total:	$ 4,492,969.28

Telegra, Inc. has completed all contract work in accordance with the plans and specifications with the exception of providing some final closeout documentation. The Construction Manager has recommended the acceptance of the completed contract pending submittal of the remaining close-out documents.

A total of $4,659,000 of Proposition 1B Corridor Mobility Improvement Account funds were programmed for the project. There will be approximately $166,030.72 in project savings after project closeout.

Fiscal Impact: The project contract was completed within the allocated budget for construction including contingencies. There are no financial impacts to the approved Alameda CTC budget due to these actions.

Attachment

A. Alameda CTC Resolution 15-007

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Allocations

Connie Fremier, Project Controls Team

ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 15-007

Resolution Authorizing Executive Director to Accept the Completed Construction Contract with Telegra, Inc. for the I80 ICM Project #2 – Specialty Material Procurement.

WHEREAS, on October 31, 2012, the Alameda County Transportation Commission (Alameda CTC) entered into Agreement No. A12-0019 with Telegra, Inc. ("Contractor") for the I80 ICM Project #2 – Specialty Material Procurement (PN 1387.002) ("Project"); and

WHEREAS, the Contractor has completed all final "punch list" items, with the exception of final closeout documents, and Alameda CTC, has completed final inspections which have indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made pending submittal of closeout documents; and

WHEREAS, the Project was acknowledged as completed on September 23, 2015, with the exception of closeout documents;

NOW, THEREFORE, BE IT RESOLVED as follows:

The Alameda CTC hereby authorizes the Executive Director to accept the Project specified in Agreement No. A12-0019 pending submittal of closeout documents.

The Project was completed on September 23, 2015 with the exception of closeout documents. The final contract price is the sum of $4,492,969.28.

The Clerk of the Alameda CTC is hereby directed to file a Notice of Completion specifying the date final closeout documents are received, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting of the Commission held on October 22, 2015 in Oakland, California, by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

Scott Haggerty
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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DATE:	October 15, 2015
SUBJECT:	Approval of Administrative Amendments to Various Project Agreements (A09-0022, A13-0063, 10R301000)
RECOMMENDATION:	Approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing allocation authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Projects

Raj Murthy, Project Controls Team

Trinity Nguyen, Sr. Transportation Engineer

A. Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	City of Albany	Buchanan / Marin Bikeway Phase III Improvements	A13-0063	12 month time extension	1	None
2	City of Newark	Newark Pedestrian Bicycle Master Plan	A09-0022	12 month time extension	1	None
3	California Highway Patrol	Traffic Control Services	10R301000	24 month time extension	6	None

(1) Project delays.
(2) Extended project closeout activities.
(3) Movement of funds to comply with timely use of funds provisions.
(4) Addition of newly obtained project funding.
(5) Unused phase balances to other project phase(s).
(6) On-call Services.

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DATE:	October 15, 2015
SUBJECT:	I-680 Northbound Express Lane (1369.000): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation
RECOMMENDATIONS	Authorize the Executive Director to execute Amendment No. 4, to Professional Services Agreement No. A11-0034 with WMH Corporation for an additional $200,000 for a total not-to-exceed amount of $7,261,366 to provide services to complete an optional task.

Summary

The Alameda CTC is the implementing agency for the project development phases of the I-680 Northbound Express Lane project (1369.000). This project proposes to widen I-680 to construct a Northbound HOV/Express Lane from SR 237 to SR 84 in Santa Clara and Alameda Counties. In order to provide accelerated congestion relief in this corridor, staff has developed a conceptual plan to deliver an initial construction phase (Phase 1 Modified Project), which would eliminate the current bottlenecks that contribute significantly to the daily congestion that occurs on this stretch of freeway. The Phase 1 Modified Project will add 8.2 miles of new high occupancy vehicle (HOV)/Express Lane and could begin construction by early 2017, approximately six months in advance of the current schedule for the 14-mile project, from SR237 to SR84.

To expedite the delivery of the Phase 1 Modified Project, staff requests the Commission authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A11-0034 with WMH Corporation for an additional $200,000 for a total not-to-exceed amount of $7,261,366, for an optional task in the Project Approval / Environmental Document (PA/ED) Phase of the project. This optional task will allow WMH to complete the necessary work for geometric approval of design while a design contract with WMH is being executed. This request is revenue neutral. The amount requested in this amendment will be deducted from the budget approved for design services contract (A15-0035) at the July 2015 Commission meeting.

Background

I-680 from SR 237 to SR 84 is the one of the most congested freeways in the San Francisco Bay Area. With the recent economic boom which has revitalized the commute and goods movement in this corridor, the level of traffic congestion and delays within the corridor has increased. Traffic forecasts for the project indicate that traffic congestion is expected to worsen in coming years.

The I-680 Southbound HOV/Express Lane was opened to the public in 2010, and since its opening has reduced the traffic congestion and provided travel reliability for motorists traveling the corridor during the morning commute hours. Currently, heavy afternoon traffic congestion exists on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that the congestion is caused by two bottlenecks: the first near Washington Boulevard and the second at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The I-680 Northbound HOV/Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a 14-mile long northbound HOV/Express Lane in the corridor. This project is currently starting the design process which is expected to complete by end of 2016.

Phase 1 Modified Project

Given the magnitude of delays that motorists currently experience, a conceptual plan has been developed to deliver an initial construction phase (Phase 1 Modified Project), which will provide operational benefits with minimal construction funds to expedite the much needed congestion relief. The Phase 1 Modified Project would:

- Add a new HOV/Express Lane between Auto Mall Parkway and SR 84 to eliminate the two bottlenecks near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road)
- Incorporate a Caltrans pavement rehabilitation project (from Auto Mall Parkway to SR 84) into the project

The accelerated schedule for the I-680 Northbound HOV/Express Lane - Phase 1 Modified Project is as follows:

- Final PS&E Approval / Ready to List: December 2016
- Construction: Early 2017 - Late 2018

In order to meet the accelerated project schedule and achieve the maximum benefits and savings for the project, it is recommended that WMH Corporation, currently under contract with Alameda CTC, provide additional professional preliminary engineering services as an optional task to expedite geometric design approval for the Phase 1 Modified Project. Performing this work while a design contract with WMH Corporation is being finalized and executed will afford longer lead times for review and approval by Caltrans than if it waited until the design contract is executed.

Table B provides a summary of Agreement No. A11-0034 with WMH Corporation.

TABLE B: Agreement No. A11-0034 Contract Summary			
Contract Status	**Work Description**	**Value**	**Total Contract Not-to-Exceed Value**
Original Professional Services Agreement with WMH Corp. (A11-0034), executed August 2011	Project Approval and Environmental Clearance (PA&ED)- Provide Preliminary Engineering and environmental studies to complete a combined PSR/PR and ND/FONSI	$3,661,366	$3,661,366
Amendment No. 1 July 2013	Provide additional preliminary engineering and environmental services to complete PSR/PR & and EIR/EA	$2,500,000	$6,161,366
Amendment No. 2 December 2014	Provide additional preliminary engineering & traffic studies; develop Phase 1 modified: Update technical studies, PR and ED and extend contract termination date until June 30, 2016.	$450,000	$6,611,366
Amendment No. 3 April 2015	Provide additional preliminary engineering and study to refine Phase 1 Modified alternative	$450,000	$7,061,366
Proposed Amendment No. 4	Perform an optional task to expedite geometric approval of design for Phase 1 Modified	$200,000	$7,261,366
Total Amended Contract Not-to-Exceed Amount			**$7,261,366**

Levine Act Statement: The WMH team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is revenue neutral. The budget requested in this amendment will be deducted from the budget for the design services contract (A15-0035) approved at the July 2015 Commission meeting, and approval of this request will authorize the encumbrance of additional project funding for subsequent

expenditure. The design services budget for A15-0035 is included in the Alameda CTC adopted FY 2014-15 Operating and Capital Program Budget.

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Allocations

Gary Sidhu, Highway Program Manager

DATE:	October 15, 2015
SUBJECT:	Alameda CTC Annual Contract Equity Annual Utilization Report for FY2014-15 and LBCE Program Certification Update
RECOMMENDATION:	Approve the Annual Contract Equity Annual Utilization Report for payments processed between July 1, 2014 and June 30, 2015

Summary

This report provides an update of business utilization in FY2014-15 on active professional services and construction contracts awarded and administered by the Commission and sponsoring agencies. Business utilization is reported for Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), Very Small Local Business Enterprise (VSLBE), and Disadvantaged Business Enterprise (DBE) firm participation on locally-funded contracts subject to the Local Business Contract Equity (LBCE) Program that were awarded and administered by the Commission. Utilization data is also included for locally-funded contracts that are exempt from the LBCE Program due to having additional state, regional, or non-local funds, or being less than $50,000 in contract value. Additionally, an update on LBCE Program certification activities within the same timeframe is presented.

Local Business Contract Equity (LBCE) Program Summary

For contracts subject to the LBCE Program, historical data over the past seven years reveals that a total of $55,175,182 or 86% of contract payments went to certified LBE firms, while $28,145,701 or 44% of contract payments went to certified SLBE firms, substantially exceeding LBCE Program goals (see Attachment B - Local Business Contract Equity Program Goals Attainment Summary for Contracts with LBCE Program Goals – FY2008-09 to FY2014-15). In the current reporting period there were a total of 24 active professional services contracts with LBCE Program goals. There were no active construction contracts funded with local funds in FY2014-15. Of these contracts, approximately 92% of payments ($4.4 million) went to certified LBE firms and 26% of payments ($1.3 million) went to certified SLBE firms. The LBCE Program goal of 70% LBE was exceeded during this reporting period; however, slightly less robust SLBE participation was reached in FY2014-15, mainly due to the lifecycle of certain contracts. This information is shown in Table 1 that follows.

TABLE 1 – Contracts with LBCE Program Goals Goals = 70% for LBE; 30% for SLBE					
Contract Type	**Number of Contracts**	**Payments in FY2014-15 (July 1, 2014 through June 30, 2015)**			
		Payment Amount	**LBE %**	**SLBE %**	**VSLBE %**
Professional Services	24	$4,729,816	92%	26%	20%
Construction	0	$0	n/a	n/a	n/a
All Industries	**24**	**$4,729,816**	**92%**	**26%**	**20%**

There were 23 active contracts exempt from the LBCE Program in this reporting period, of which 21 were in the professional services category and 2 were in the construction category. For contracts exempt from LBCE Program goals, in aggregate, approximately 13% of payments ($0.9 million) went to LBE certified firms and 3% of payments ($0.2 million) went to SLBE certified firms. This information is shown in Table 2 below.

TABLE 2 – Contracts Exempt from LBCE Program Goals					
Contract Type	**Number of Contracts**	**Payments in FY2014-15 (July 1, 2014 through June 30, 2015)**			
		Payment Amount	**LBE %**	**SLBE %**	**VSLBE %**
Professional Services	21	$4,492,158	20%	4%	0.2%
Construction	2	$2,375,485	0%	0%	0%
All Industries	**23**	**$6,867,644**	**13%**	**3%**	**0.1%**

Background

In 1989, a contract equity program for the procurement of professional services was established which set goals of 70% for Local Business Enterprise (LBE), 25% for Minority Business Enterprise(MBE), and 5% for Women Business Enterprise(WBE).

In 1995, a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE was approved. Those goals were based on a disparity study in addition to extensive public input from both the prime and minority contracting communities. Specific goals were set for each construction contract, based on biddable items and the availability of local MBE/WBE firms.

As a result of the passage of Proposition 209 in 1996, and the United States Department of Transportation's issuance of the final ruling on the Disadvantaged Business Enterprise program in 2000, the MBE/WBE program and goal requirements were suspended. In lieu of

the suspended MBE/WBE program, two new programs were adopted: the LBE/SLBE Program for contracts funded with local dollars and the DBE program for contracts funded with federal dollars. In January 2008, a Revised LBE/SLBE Program was adopted and renamed as the Local Business Contract Equity Program.

Revisions to the LBCE Program were aimed at increasing SLBE participation in all areas of the Agency contracting opportunities, particularly in construction contracting. The revised program became effective for eligible Agency-led contracts as of February 2008 and for all eligible Sponsor-led projects awarded after July 2008.

Utilization of local dollars is determined annually by collecting and analyzing financial data relative to the amounts paid to LBE, SLBE, VSLBE, and DBE prime and subcontractors in two contract categories:

- Professional Services – includes both administrative contracts to assist in the administration of the Alameda CTC's Projects and Programs, as well as engineering services contracts to assist the Alameda CTC in the development and delivery of its Capital Program.
- Construction – contracts in this group are specific to construction contracts awarded to builders of transportation facilities such as roadway and transit improvements.

Reporting Process

Data collection on all active and open contracts began on July 1, 2015, by surveying prime contractors and subcontractors for verification of payment amounts and other invoice details. For the current reporting period, 123 payment verification survey forms were sent to prime and subcontractors. Approximately 89% of the prime and subcontractors responded by completing and submitting survey forms.

Staff utilized a method of reporting similar to the prior period, July 1, 2013 through June 30, 2014, which included an automated summary report of processed payments by vendor and an automated utilization report generated from the in-house database. A change was made to the reporting format. The 'Professional Services' category, shown in the current report, now includes both administrative and engineering categories from prior reports.

Regarding billing and timely receipt of payments, approximately 87% of the respondents indicated that they had not experienced any billing-related issues and 81% of the respondents indicated they had received timely payments from the project sponsors and/or prime contractors. All of the billing and payment-related issues included in this report were researched, investigated and resolved by the Contract Equity consultant, L. Luster & Associates, Inc.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by L. Luster & Associates, Inc. As stated in the attached

memorandum from L. Luster and Associates, Inc., this report was found to be materially accurate and complete. (See Attachment C – Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2014 through June 30, 2015).

Certification Update

Table 3 – Certified Firms by Contract Types				
Contract Type	**LBE**[1]	**SLBE**[2]	**VSLBE**	**# of Firms Certified this Reporting Period**
Professional Services	113	72	57	113
Commodities/Vendors	6	2	2	6
Construction	38	28	15	38
Total	**157**	**102**	**74**	**157**

[1] *Includes SLBE and VSLBE certified firms*

[2] *Includes VSLBE certified firms*

Fiscal Impact: There is no fiscal impact.

Attachments

A. FY2014-15 Contract Equity Utilization Report
B. Local Business Contract Equity Program Goals Attainment Summary for Contracts with LBCE Program Goals – FY2008-09 to FY2014-15
C. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2014 through June 30, 2015

Staff Contact

Seung Cho, Contracting, Administration, and Fiscal Resource Manager

Joan Fisher, Contract Equity Team

Contract Equity Utilization Report

Fiscal Year: FY14-15

Current Reporting Period Start Date: 7/1/2014 End Date: 6/30/2015

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period) LBE	SLBE	VSLBE	DBE	Goal Attainment (Cumulative) LBE	SLBE	VSLBE	DBE
Contract Type: PSA (Professional Services Agreement)											
Goal Requirements for LCBE (70% for LBE and 30% for SLBE)											
A05-0004 - URS Corporation	$14,750,000.00	$14,486,101.51	$1,564,526.33	92.61%	15.89%	5.21%	0.00%	91.13%	30.37%	6.07%	0.00%
A07-0037 - S&C Engineers	$2,860,000.00	$2,809,878.24	$8,011.79	100.00%	100.00%	0.00%	0.00%	100.00%	92.29%	0.09%	0.00%
A10-0026 - HQE, Inc.	$1,055,659.00	$1,033,355.84	$17,316.80	100.00%	44.43%	44.43%	44.43%	100.00%	62.12%	61.23%	62.12%
A11-0034 - WMH Corporation	$7,061,365.54	$7,034,380.17	$920,637.14	98.90%	54.64%	53.80%	0.83%	96.26%	60.13%	56.40%	3.73%
A11-0058 - Vavrinek, Trine, Day & Co., LLP	$377,500.00	$250,500.00	$73,000.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A12-0001 - St. Mini Cab Corporation	$316,526.00	$316,526.00	$111,337.00	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%
A12-0010 - MV Transportation, Inc.	$70,000.00	$61,778.80	$16,226.70	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A12-0035 - The PFM Group	$300,000.00	$72,309.62	$2,200.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0004 - GenSpring Family Offices	$170,000.00	$139,752.53	$95,796.34	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0008 - Koff & Associates Inc	$38,050.00	$28,013.95	$3,098.60	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
A13-0009 - L. Luster & Associates	$93,622.00	$93,621.98	$4,523.98	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
A13-0011 - Nelson/Nygaard Consulting Associates	$363,771.00	$363,771.00	$39,214.35	98.04%	34.54%	0.00%	34.54%	99.03%	29.94%	0.00%	29.94%
A13-0024 - Community Design Plus Architecture, Inc.	$144,983.00	$144,983.00	$43,842.10	100.00%	73.12%	73.12%	0.00%	100.00%	56.48%	56.48%	0.00%
A13-0026 - Cambridge Systematics	$1,400,000.00	$1,010,133.64	$812,449.24	100.00%	1.57%	1.57%	0.00%	100.00%	1.90%	1.90%	0.00%
A13-0089 - Parsons Brinckerhoff	$1,500,000.00	$296,265.01	$224,411.20	98.81%	13.25%	13.25%	5.84%	99.10%	12.21%	12.21%	5.64%
A13-0094 - Bay Area Council Economic Institute	$142,470.00	$142,470.00	$96,170.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0002 - MV Transportation, Inc.	$70,000.00	$25,750.69	$18,752.09	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A14-0011 - Fehr & Peers Associates	$799,999.00	$351,049.07	$189,170.34	100.00%	24.42%	24.42%	3.86%	100.00%	16.56%	16.56%	2.08%
A14-0018 - L. Luster & Associates	$300,000.00	$74,952.50	$66,997.50	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
A14-0020 - EMC Research, Inc.	$56,000.00	$55,998.60	$55,998.60	55.90%	55.90%	0.00%	0.00%	55.90%	55.90%	0.00%	0.00%
A14-0021 - Kittelson & Associates, Inc.	$75,000.00	$40,258.43	$32,201.12	100.00%	20.59%	20.59%	0.00%	100.00%	16.47%	16.47%	0.00%
A14-0023 - Nelson/Nygaard Consulting Associates	$360,500.00	$344,480.69	$293,585.95	99.10%	30.86%	0.00%	0.00%	99.24%	31.82%	0.00%	0.00%
A14-0024 - Koff & Associates Inc	$60,000.00	$31,733.55	$30,798.55	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%
A14-0077 - ComputerWorks NFP Solutions	$73,000.00	$42,146.52	$9,550.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total PSA (Professional Services Agreement) - Goal Requirements for LCBE (70% for LBE and 30% for SLBE)											
	$32,438,445.54	**$29,250,211.34**	**$4,729,815.72**	**92.38%**	**26.36%**	**19.64%**	**2.62%**	**93.23%**	**43.97%**	**21.30%**	**0.42%**
Exempt from Goal Requirements											
A06-003 - Mark Thomas & Company, Inc.	$1,657,309.00	$1,657,265.33	$7,054.75	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A08-018 - URS Corporation	$2,606,286.00	$2,471,517.50	$51,914.87	100.00%	0.00%	0.00%	0.00%	86.47%	2.18%	2.18%	0.00%
A09-006 - TJKM Transportation Consultants	$438,196.50	$406,328.52	$41,653.40	34.28%	34.28%	0.00%	100.00%	93.26%	93.26%	0.00%	100.00%
A09-028 - Novani, LLC	$293,900.00	$292,955.00	$72,417.00	0.00%	0.00%	0.00%	96.89%	0.00%	0.00%	0.00%	96.93%
A10-0008 - S&C Engineers	$1,990,750.00	$1,866,976.33	$170,215.49	100.00%	100.00%	0.00%	0.00%	85.39%	84.97%	0.00%	0.00%

Contract Equity Utilization Report

Fiscal Year: FY14-15

Current Reporting Period Start Date: 7/1/2014 End Date: 6/30/2015

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period) LBE	SLBE	VSLBE	DBE	Goal Attainment (Cumulative) LBE	SLBE	VSLBE	DBE
A10-010 - Harris & Associates	$197,000.00	$187,082.75	$22,000.00	0.00%	0.00%	0.00%	0.00%	0.72%	0.72%	0.00%	0.72%
A11-0038 - Delcan Corporation	$7,375,523.00	$3,751,250.58	$2,198,831.26	4.29%	0.00%	0.00%	0.00%	7.43%	0.00%	0.00%	0.00%
A11-0039 - Kimley-Horn and Associates, Inc.	$1,996,870.00	$1,363,863.22	$451,606.41	100.00%	0.00%	0.00%	0.00%	100.55%	0.00%	0.00%	0.00%
A12-0020 - Alliant Insurance Services	$466,897.16	$291,922.40	$12,693.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A12-0027 - Nelson/Nygaard Consulting Associates	$278,353.00	$231,428.72	$64,900.60	100.00%	0.00%	0.00%	0.00%	95.31%	0.00%	0.00%	0.00%
A12-0028 - Aegis ITS, Inc.	$1,050,000.00	$256,102.37	$85,456.63	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0016 - Platinum Advisors, LLC	$300,000.00	$125,000.00	$60,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0017 - CJ Lake, LLC	$315,000.00	$131,161.03	$55,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0092 - ETC - Electronic Transaction Consultants	$3,297,500.00	$1,932,468.84	$934,846.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0100 - East Bay Bicycle Coalition	$24,999.00	$24,999.00	$24,999.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0001 - Wilson, Sparling & Associates, Inc.	$999,519.00	$236,046.16	$156,412.85	13.90%	0.00%	0.00%	0.64%	12.42%	0.00%	0.00%	0.42%
A14-0005 - Sterling Environmental Corporation	$15,000.00	$9,719.37	$9,719.37	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0056 - National Data and Surveying Services	$13,110.00	$13,110.00	$13,110.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0059 - Convey Marketing & Communications	$25,000.00	$9,984.06	$9,984.06	97.05%	97.05%	97.05%	97.05%	97.05%	97.05%	97.05%	97.05%
A99-0003 - Parsons Brinckerhoff	$8,340,000.00	$7,948,917.08	$45,642.96	10.56%	0.00%	0.00%	0.00%	82.76%	16.93%	0.02%	0.00%
ACTC_A10-013 - Alameda County Public Works Agency	$215,000.00	$207,683.48	$3,700.05	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total PSA (Professional Services Agreement) - Exempt from Goal Requirements	**$31,896,212.66**	**$23,415,781.73**	**$4,492,158.10**	**19.83%**	**4.32%**	**0.22%**	**2.73%**	**60.89%**	**14.42%**	**0.28%**	**0.52%**
Total PSA (Professional Services Agreement)	**$64,334,658.20**	**$52,665,993.07**	**$9,221,973.82**	**57.04%**	**15.63%**	**10.18%**	**2.67%**	**78.85%**	**30.83%**	**11.95%**	**0.47%**

Contract Type: CC (Construction Contract)

Exempt from Goal Requirements

A11-0026 - Steiny & Company, Inc.	$10,903,429.44	$10,111,714.77	$327,934.83	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A12-0019 - Telegra, Inc.	$4,540,542.82	$3,356,921.25	$2,047,550.61	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total CC (Construction Contract) - Exempt from Goal Requirements	**$15,443,972.26**	**$13,468,636.02**	**$2,375,485.44**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**
Total CC (Construction Contract)	**$15,443,972.26**	**$13,468,636.02**	**$2,375,485.44**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Contract Type: LA (Letter Agreement)

Exempt from Goal Requirements

Contract Equity Utilization Report

Fiscal Year: FY14-15

Current Reporting Period Start Date: 7/1/2014 End Date: 6/30/2015

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period) LBE	SLBE	VSLBE	DBE	Goal Attainment (Cumulative) LBE	SLBE	VSLBE	DBE
A14-0045 - Accountemps	$47,500.00	$46,346.28	$46,346.28	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0053 - RockBridge Productions	$15,000.00	$15,000.00	$15,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
L09-010 - Union Pacific Railroad Company	$15,000.00	$8,425.62	$227.75	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
L13-0009 - Accounting Principals	$44,918.00	$40,107.12	$4,864.72	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
L13-0009-1 - SwitchPoint Planning	$4,400.00	$3,795.00	$1,595.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
L14-0002 - EverGreen LandCare, Inc.	$5,000.00	$5,000.00	$5,000.00	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%
L14-0003 - EverGreen LandCare, Inc.	$4,100.00	$4,100.00	$4,100.00	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%
L14-0004 - ION Translations, LLC	$18,649.00	$15,461.00	$15,461.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total LA (Letter Agreement) - Exempt from Goal Requirements											
	$154,567.00	**$138,235.02**	**$92,594.75**	**9.83%**	**9.83%**	**9.83%**	**0.00%**	**6.58%**	**6.58%**	**6.58%**	**0.00%**
Total LA (Letter Agreement)											
	$154,567.00	**$138,235.02**	**$92,594.75**	**9.83%**	**9.83%**	**9.83%**	**0.00%**	**6.58%**	**6.58%**	**6.58%**	**0.00%**
Contract Type: PSFA (Project Specific Funding Agreement)											
Exempt from Goal Requirements											
A05-0005 - A C Transit District	$11,509,964.00	$11,159,227.55	$2,202,715.02	67.67%	20.56%	16.12%	21.74%	75.60%	7.29%	4.59%	8.02%
A05-0011 - ACCMA	$4,000,000.00	$1,802,115.79	$249,140.80	0.00%	0.00%	0.00%	0.00%	61.89%	22.06%	1.11%	0.00%
A06-0022 - Alameda County	$6,848,286.00	$6,745,285.97	$238,689.63	100.00%	8.98%	0.00%	0.00%	81.26%	16.39%	0.00%	0.00%
A06-0041 - Bay Area Rapid Transit	$78,140,000.00	$78,140,000.00	$244,111.54	36.27%	10.59%	0.00%	0.00%	1.00%	0.13%	0.00%	0.03%
A07-0058 - City of Livermore	$8,413,000.00	$6,681,544.82	$1,695,908.71	16.06%	9.31%	0.00%	0.14%	27.18%	22.17%	0.00%	1.30%
A08-0045 - City of Livermore	$13,050,000.00	$12,975,622.49	$252,630.79	39.09%	0.00%	0.00%	0.00%	30.95%	0.00%	0.00%	0.00%
A08-0048 - Bay Area Rapid Transit	$6,316,531.60	$5,661,827.16	$582,364.13	36.38%	0.00%	0.00%	0.00%	26.20%	2.79%	0.00%	0.00%
A09-0012 - City of San Leandro	$564,000.00	$408,628.28	$162,901.02	0.00%	0.00%	0.00%	0.00%	10.88%	0.00%	0.00%	0.27%
A09-0013 - Bay Area Rapid Transit	$56,130,430.00	$56,130,429.27	$2,950,710.47	3.68%	1.40%	0.00%	7.05%	6.07%	2.04%	0.20%	12.14%
A10-0027 - Bay Area Rapid Transit	$120,326,570.00	$65,166,809.48	$51,303,412.65	19.58%	4.46%	3.50%	15.11%	21.77%	3.84%	2.84%	13.70%
A12-0021 - Alameda County	$830,000.00	$739,848.53	$739,848.53	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A12-0050 - City of Hayward	$26,437,000.00	$7,604,195.17	$1,279,847.69	14.73%	2.96%	0.24%	2.73%	21.10%	4.36%	2.09%	2.27%
AA07-0002 - Alameda County	$350,000.00	$278,154.61	$98,283.07	68.66%	19.42%	19.42%	19.42%	61.12%	34.53%	6.86%	6.86%
Total PSFA (Project Specific Funding Agreement) - Exempt from Goal Requirements											
	$332,915,781.60	**$253,493,689.12**	**$62,000,564.05**	**20.66%**	**4.91%**	**3.51%**	**13.70%**	**16.78%**	**3.21%**	**1.05%**	**3.35%**
Total PSFA (Project Specific Funding Agreement)											
	$332,915,781.60	**$253,493,689.12**	**$62,000,564.05**	**20.66%**	**4.91%**	**3.51%**	**13.70%**	**16.78%**	**3.21%**	**1.05%**	**3.35%**

Contract Equity Utilization Report

Fiscal Year: FY14-15

Current Reporting Period Start Date: 7/1/2014 End Date: 6/30/2015

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period) LBE	SLBE	VSLBE	DBE	Goal Attainment (Cumulative) LBE	SLBE	VSLBE	DBE
Contract Type: PO (Purchase Order)											
Exempt from Goal Requirements											
PO 14427 - Piedmont Party	$698.17	$698.17	$698.17	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-10 - ComputerWorks NFP Solutions	$27,000.00	$22,573.42	$22,573.42	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-3 - Norco Printing	$10,627.50	$10,627.50	$10,627.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-4 - Novani, LLC	$13,487.00	$12,382.00	$12,382.00	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
PO 2014-5 - Western Pacific Signal, LLC	$2,875.00	$2,875.00	$2,875.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-7 - Pacific Print Resources	$1,207.86	$1,207.86	$1,207.86	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-8 - A&M Printing	$26,945.97	$23,656.54	$23,656.54	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2014-9 - Novani, LLC	$1,068.20	$1,068.20	$1,068.20	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
PO 2015-1 - Autumn Press	$2,340.44	$2,340.44	$2,340.44	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2015-2 - Piedmont Party	$524.25	$524.25	$524.25	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2015-3 - Seton	$1,330.45	$1,330.45	$1,330.45	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PO 2015-4 - City of Oakland	$5,000.00	$1,280.31	$1,280.31	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total PO (Purchase Order) - Exempt from Goal Requirements	**$93,104.84**	**$80,564.14**	**$80,564.14**	**0.00%**	**0.00%**	**0.00%**	**16.70%**	**0.00%**	**0.00%**	**0.00%**	**16.70%**
Total PO (Purchase Order)	**$93,104.84**	**$80,564.14**	**$80,564.14**	**0.00%**	**0.00%**	**0.00%**	**16.70%**	**0.00%**	**0.00%**	**0.00%**	**16.70%**
Total for All Contracts	**$412,942,083.90**	**$319,847,117.37**	**$73,771,182.20**	**24.50%**	**6.09%**	**4.23%**	**11.87%**	**26.29%**	**7.62%**	**2.81%**	**2.74%**

Local Business Contract Equity (LBCE) Program Goals Attainment Summary for
Contracts with LBCE Program Goals
FY2008-09 to FY2014-15

Contract Type	Reporting Period	Number of Contracts	Total $	LBE $	LBE %	SLBE $	SLBE %
Professional Services	FY 2008-09	84	$14,671,927	$12,954,839	88%	$6,531,596	45%
	FY 2009-10	74	$14,561,106	$13,393,718	92%	$7,775,840	53%
	FY 2010-11	80	$13,365,337	$11,848,462	89%	$5,611,082	42%
	FY 2011-12	55	$5,538,448	$4,146,151	75%	$2,139,857	39%
	FY 2012-13	33	$6,994,351	$5,052,417	72%	$2,875,224	41%
	FY 2013-14	25	$3,780,242	$2,995,804	79%	$1,687,257	45%
	FY 2014-15	24	$4,729,816	$4,369,404	92%	$1,246,779	26%
Subtotal for Professional Services Contracts			**63,641,226**	**54,760,793**	**86%**	**27,867,635**	**44%**
Construction	FY 2008-09	7	479,672	414,389	86%	278,066	58%
	FY 2009-10	0	-	-	0%	-	0%
	FY 2010-11	0	-	-	0%	-	0%
	FY 2011-12	2	43,173	-	0%	-	0%
	FY 2012-13	1	58,220	-	0%	-	0%
	FY 2013-14	1	90,526	-	0%	-	0%
	FY 2014-15	0	-	-	0%	-	0%
Subtotal for Construction Contracts			**671,591**	**414,389**	**62%**	**278,066**	**41%**
Total (All Industries)			**$64,312,817**	**$55,175,182**	**86%**	**$28,145,701**	**44%**

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L. Luster & Associates

To: Seung Cho, Contracting, Administration, and Fiscal Resource Manager, Alameda CTC

From: Joan Fisher, L. Luster & Associates
Brooklyn Moore-Green, L. Luster & Associates

CC: Patricia Reavey, Director of Finance, Alameda CTC
Dr. Laura Luster, L. Luster & Associates

Date: September 25, 2015

RE: Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for the period July 1, 2014 through June 30, 2015

L. Luster & Associates (LLA) has reviewed Alameda CTC payment and vendor data provided by Alameda CTC staff for the period July 1, 2014 through June 30, 2015.

LLA staff was given full access to the Invoice Cost Tracking System (ICTS) database, as well as contract/agreement files, payment invoices, and responses to vendor survey. LLA utilized these resources in conducting a thorough review to provide quality control and to assure data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period. Additionally, LLA followed up with respondent vendors to ensure that all vendor concerns were addressed and issues resolved.

LLA followed up with met with staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates finds no material defects in the Alameda CTC Contract Equity Annual Utilization Report for the period July 1, 2014 through June 30, 2015.

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Application for the Alameda CTC
Citizens Watchdog Committee (CWC)

ALAMEDA County Transportation Commission

Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: Barbara Price

Home Address: [redacted]

Mailing Address (if different): [redacted]

Phone: (home) [redacted] (work) [redacted] (fax) _____

Ema[redacted]

Please respond to the following sections on a separate attachment:

I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
IV. **Bio or Resume :** Please include your current biography or resume.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature _____ Date 9/14/2015

Return the application to your appointing party for signature (see **www.alamedactc.org/app_pages/view/8**), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: _____

Date: _____

Barbara Price

I Current Commission Appointment:
Alameda County Airport Land Use Commission

Current Volunteer Positions:
Chair, Local Government Relations Committee, Alameda Association of Realtors
Chair, Alameda Fourth of July Parade Foundation
Member, Pilot Fitness Committee of the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun
US Coast Guard
Naval Operations Service Center Alameda
Alameda County Taxpayers Association
Alameda County Honorary Deputy Sheriffs' Association

Past Volunteer Positions:
Councilmember, City of Antioch
Alameda County Medical Center, Board of Trustees, Vice President of the Board, Past Chair of the Quality Assurance Committee and Past Chair of the Governance Committee
Fundraising Chair, USCGC Bertholf and USCGC Waesche commissioning committees
Chair, USCGC Stratton Commissioning Committee
President Alameda Rotary Club 2011 – 2012
President Alameda Rotary Endowment Foundation 2008 – 2010
President Navy League of the United States, Alameda Council, 2001 - 2009
Past Co-Chair, Oakland Coliseum Area Business Crime Prevention Council
President, East Bay Division of League of California Cities
League of California Cities Administrative Policy Committee:
President East Bay Council of Hospital Volunteers
President, Riverview Reserve Firefighters' Association

II Statement of Qualifications:
Please see attached profile

III Relevant Work:
President/CEO PK Consultants, Inc.
Broker/Partner Wall Street Realty
CalBRE# 01231820

PK

CONSULTANTS, INC.

Qualifications:

Field of Competence

PK Consultants, Inc., offers a unique combination of experience and competencies with complicated public and private development projects – from facilitating and leading development teams to reaching development goals on budget and on time. PK provides extensive expertise with governmental agencies, community and media relations and project development. Building diverse teams, PK has a proven track record of creative and diverse thinking and a commitment to excellence.

PK Consultants offers more than 25 years of experience in governmental relations, development, entitlement and community relations assistance to public agencies, private companies, and nonprofit corporations.

Certifications

- Small Local Emerging Business, Alameda County
- Small Local Emerging Business, Federal Government

Experience:

Mallard Farms Conservation Bank-Suisun Marsh

Political, community and landowner facilitation for the creation of a 700± acre conservation bank including preparation and management of:
FAQ sheets personalized for each outreach
Political strategy and outreach to state, federal and local elected officials
Landowner governance facilitation
Project Sponsor project strategy and management facilitation

Foothill Partners, Inc. Commercial Development- Oakland, San Leandro, Alameda

Political and community facilitation for three neighborhood commercial centers including preparation and management of:
FAQ sheets personalized for each outreach
Political strategy and outreach to local elected and appointed officials
Outreach and management of the entitlement process with city staff

Power Engineering and Construction – Alameda

Project advocacy with regional agencies
Lease negotiations with City of Alameda
Outreach and management of the entitlement process with city staff

Performance Structures, Inc. - Alameda

Political and community facilitation for the relocation of international art installation manufacturing facility including preparation and management of:
FAQ sheets
Political strategy and outreach to local elected and appointed officials
Lease negotiations with City of Alameda
Outreach and management of the entitlement process with city staff

Oakland Inner Harbor Tidal Canal Transfer & Development – Alameda and Oakland

Joint responsibility for several key components of the Army Corps of Engineers' transfer project including: Management Plan Development and Implementation, HTRW (environmental) Surveys, Community Outreach/Public Meetings, Title Research, Inter-governmental coordination, Moratorium, Permitting, and Licensing facilitation with local residents.

Peet's Coffee and Tea – Alameda

Facilitated the creation of the North Loop Business Group to challenge land use change from industrial to residential in the Harbor Bay Business Park

Dream Builders – Alameda

Mediated and negotiated a settlement of a 13 year lawsuit to create an entitlement process for approximately 10 acres of prime property located on the waterfront of Alameda. Facilitate tentative and final map approval

Rock Wall Wine Company – Alameda

Project manager for the creation of the visitor/event center

Facilitated the first private construction permits with the US Navy, US Fish and Wildlife and the City of Alameda

Pacific Gas & Electric Company – Alameda and Contra Costa Counties

Facilitate governmental and community relations, issue tracking, and project execution. Coordination and project management efforts include the organization of the first-in-kind Utilities Coalition to work in conjunction with the City and County Engineering Advisory Community of Contra Costa County to standardize trench sizes and performance guarantees, as well as to resolve additional issues in Pittsburg, Antioch, Oakley, Brentwood and Clayton.

Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, July 9, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. **Welcome and Introductions**
   BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for David Fishbaugh, Jeremy Johansen, and Preston Jordan.

   David Fishbaugh and Jeremy Johansen arrived during item 4.

2. **Public Comment**
   There were no public comments.

3. **Approval of April 9, 2015Minutes**
   Midori Tabata requested the removal of "Bay Area Bikes" from the first paragraph on page 5 of the agenda packet.

   Matt Turner moved to approve the April 9, 2015 minutes with the above correction. Sara Zimmerman seconded the motion. The motion passed unanimously. All BPAC members were present, except for David Fishbaugh, Jeremy Johansen, and Preston Jordan.

4. **Review of Fruitvale Alive Gap Closure Project**
   Nick Cartagena, Project Manager, with the City of Oakland reviewed this agenda item. Nick informed the committee that Matt Bomberg has the link to the webpage for the committee to continue to provide updates to the Fruitvale Alive Gap Closure project. He mentioned that in the near future, the committee will also be able to sign up to receive updates on the project.

   See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

   Overall, the committee was unanimously in support of the cycletrack concept, among the different alternatives under consideration.

5. **Presentation on Countywide Multimodal Arterial Plan**
   Saravana Suthanthira explained that the Countywide Multimodal Arterial Plan is a long-range plan focused on the importance of arterial roads throughout the county. The goal of the plan is to ensure that the county's arterial roads will meet the needs of all the users, including transit, solo drivers, goods movement, youth, paratransit, bicyclists and pedestrians. She informed the group that the planning team is going through the process of identifying the typology of the county's roadways. Saravana presented the overall vision, goals, and performance measures of the Countywide Multimodal Arterial Plan as approved by the Alameda County Technical Advisory Committee and the Planning, Policy and Legislation Committee. She introduced the study and arterial networks and explained what they are.

Daniel Wu reviewed and explained the process of developing typologies to determine modal priorities on the county's roads. He discussed the following:

- The different types of streets as highways, arterials, collectors, and local streets. Each type of street has a different purpose and function, and this plan will help identify which streets need improvements.
- How the process of using an overlapping map works and how it will help determine the different types of streets. He explained the process of using these overlays to achieve the goals and vision of the arterial plan.
- How local land use policies will be used in conjunction with the arterial plan. He also defined priority development areas from regional land-use plans.

Saravana assured the committee that the cities will use the defined arterial guidelines to assist them in building on the complete streets.

Questions/comments from the committee:

- Are new roads included in the study (e.g. roads to be constructed in Fremont or Pleasanton)? These will be considered.
- Do you have a baseline? Working on existing conditions analysis now that network is defined. Analysis will consider all modes that use arterials.
- Clarify the mileage of the study network? Was originally 1600 miles but was reduced to 1200 miles for manageability.
- Is the land use used to develop typology current or future? Land use is consistent with Sustainable Communities Strategy land use from 2012. There are three horizon years.
- How do the multimodal overlays work and how does it all add up to a multimodal hierarchy? The arterial plan takes as inputs different adopted plans that have different and potentially even conflicting views of how to prioritize a street network and seeks to resolve these. For instance, different plans may call for a street to have bicycle lanes, bus operations, and be a truck route, but there may not be sufficient width to support this.
- Arbitrating existing conflicts is good, but aspiring to health and community livability in the network prioritization would be better.
- Cities need to buy-in to the priorities identified in the plan.
- What will the January public outreach look like? The project team will work with city staff first. Staff from cities is typically at the workshops.
- Will this plan propose improvements? For future years, the plan will propose cross-sections.
- How will this plan inform future updates a city might perform to its modal plans? This is still being determined. The project team sees a need for guidelines on what updates look like.
- Don't just be reactive, seek to use this plan to drive mode shift.
- Consider how arterials may also be barriers to crossing or impediments to travel on a low stress network.
- Has there been outreach to Unincorporated Areas? ACPWA staff is participating and the project team can work to publicize workshops to Community Based Organizations.
- Castro Valley has a BPAC and is updating their bike/ped plan – can this information be incorporated? The project team needs to work with current adopted plans for consistency and cannot wait for other plans to be adopted.

- Dave Campbell from Bike East Bay expressed that the Arterial Plan is based on outdated bike plans. Many cities have plans that were adopted in 2010 that were cutting-edge at the time but have been surpassed by significant design innovation since that time including separated bike lanes. Rather than basing the plan on adopted plans the project team should consider looking at the street and considering what accommodation for bicyclists can be provided. Cities plan for bike routes on parallel streets for expediency but this may not be the most ideal network. Saravana responded that for consistency the team needs to use adopted plans. Matt Bomberg noted that there is "never a good time" to start a plan because there is always another plan that is being updated that it would be good to wait on, but that this is not always feasible.
- Arterial plan goals do not match what is currently in local bike plans. Would like to see Alameda CTC guide locals.
- A similar approach of listening to locals priorities was taken in the Countywide Bike Plan, but some BPAC members did not like this approach.
- Can this item come back for further discussion? Project team will consider when it may make sense to bring Arterial Plan back to BPAC.

6. Organizational Meeting

6.1. Election of Officers for FY15-16

Midori Tabata nominated Matt Turner for Vice Chair. David Fishbaugh seconded the motion. The motion passed unanimously. All BPAC members were present, except for Preston Jordan and Diane Shaw.

Sara Zimmerman nominated Midori Tabata for Chair. Jeremy Johansen seconded the motion. The motion passed unanimously. All BPAC members were present, except for Preston Jordan and Diane Shaw.

6.2. Review of BPAC Bylaws

Matthew Bomberg informed the committee that the BPAC bylaws were modified to incorporate information regarding Measure BB and the 2014 Transportation Expenditure Plan. He also noted that a few other modifications occurred to standardize the advisory committee bylaws. Finally he noted that, per the newly adopted Administrative Code, all Alameda CTC advisory committee bylaws are now to be approved by the Commission.

The BPAC expressed that it did not feel that the bylaws should be referred to as such if members would not vote to approve them. The BPAC asked a clarifying question about the membership term section of the bylaws.

6.3. Review of FY15-16 BPAC Meeting Calendar

Matthew Bomberg reviewed the FY15-16 BPAC meeting calendar. Midori Tabata informed Matt that she will email additional items to be considered for the calendar.

7. Staff Reports

There were no staff reports.

8. BPAC Member Report

Sara Zimmerman stated that the Safe Routes to Schools National Partnerships has generated reports: 1) Active Transportation and Equity; 2) and a report on how Safe Routes to Schools can be an opportunity to help with violence prevention in communities. Sara will send the link to both reports to Matt Bomberg and he will distribute the link to the committee.

Matt Turner informed the committee that the office of Supervisor Nate Miley is working on a joint task force with TransForm, Deputy Sheriff Activity League, Sheriff Department, and the school districts to address the school pickup/drop-off zones in the Alameda County Unincorporated area. Matt noted that the schools in Hayward were built to accommodate 200 students and currently 500 to 700 students are attending. The goal of the task force is to create a safe environment for the school pickup/and drop-off areas.

Kristi Marleau said that the City of Livermore is looking for people to work on their Bicycle and Pedestrian Plans. The requirement is that volunteers must work or live in Livermore. She informed the committee Pedal fest on July 25, 2015.

8.1. BPAC Roster

The committee roster is in the agenda packet for review purposes.

9. Meeting Adjournment

The meeting adjourned at 8:10 p.m. The next meeting is scheduled for October 8, 2015 at the Alameda CTC offices.

Project: Fruitvale Alive Gap Closure
Project Manager: Nick Cartagena, ncartagena@oaklandnet.com
Project Website:
http://oaklandnet/home/Government/o/PWA/s/Projects/FruitvaleAlive/OAK053620?ssSourceSiteId=null&SSContributor=true

Comment	Response
Section of Fruitvale Avenue between E 9th St and E 7th St is the most difficult to bicycle on, however the cycletrack concept does not address this section except with striping	In this section the vehicle volumes do not permit a lane reduction. City is looking at lane width reductions, reducing turning radii at some freeway ramp intersections and adding green paint in conflict zones
Is there potential for a Dutch style protected intersection at E 9th St/Fruitvale Ave intersection – particularly at northwest corner for SB traffic? See www.protectedintersection.com	Concept can be discussed with design engineer
Are bike signals planned? Intersection of E 9th St and Fruitvale Ave might be good location for bike signal.	Bike detectors are proposed to be added; plan does not currently call for bike signals
Issue is vehicle lane changing and congestion under the freeway that contributes to high-stress environment, not striping	
It is difficult to turn from NB Fruitvale Avenue to WB E 7th St (left turn off of Fruitvale Avenue). Hard for bicyclists to find gap in traffic to merge over. E 7th St is an important bicycling route.	Looking into signal warrant, heard from previous community outreach that need to retain turn pocket here.
If calling concept a cycletrack, should extend it into intersections	
E 9th St/Fruitvale Ave intersection could be a good location for bicycle signal	
Is it possible to combine the two left turn lanes under I-880 into a single, two-way center left turn lane in order to create more space for buffered or protected bike lanes? Possibly a directionally peaked center left turn lane?	Due to short length of this segment, directionally separate left turn lanes are needed for queue storage of turning vehicles
Is there a constraint on moving the curb back in section under I-880 to create more space for bike lanes?	Sidewalk abuts Caltrans ROW and I-880 support columns. City is looking into gaining an easement of some ROW from UPRR at the northwest corner of E 9th Ave/Fruitvale Ave. This would involve the city trading UPRR construction of an aesthetic fence restricting access to the RR tracks for permission to make soft improvements.
Could pedestrians go on the other side of columns under I-880 to allow moving curb back?	
Is it possible to take a couple feet between the sidewalk and columns to move curb under I-880?	

Comment	Response
Designs that involve creating space between columns and fence under I-880 or having pedestrians walking outside of columns would present potential for people lurking behind columns.	
Is it possible to close the left turn from Fruitvale Ave SB onto E 8th St EB?	Do not believe traffic counts support this.
Owens Brockaway facility at corner of Alameda Ave and Fruitvale Ave is a glass recycling facility which sometimes results in lots of debris in bike lanes	
Median refuge "nose" at south leg of Fruitvale Ave/Alameda Ave intersection could create issues for vehicles making left turns from Alameda Ave WB to Fruitvale Ave/Tilden Way SB due to double left turn pocket and "off camber" intersection	
Goal of median refuge "nose" is to slow vehicles down so that they stay on intended path when making LET from Alameda Ave WB to Fruitvale Ave/Tilden Way SB	
If there are not significant residential uses, is it possible to trade sidewalk width for a wider cycle path?	For most of project corridor sidewalks are 5' wide. The most constrained section for bicycling is the E 7th St to E 9th St section, but in this section it is difficult to reallocate width from sidewalk because sidewalk zone is effectively narrower due to street lights, utilities, etc. The only area that really has a consistent wider sidewalk is under I-880
Important to maintain minimum 5' wide effective sidewalk width to ensure access for wheelchair users	
Is it possible to embed lighting in columns under I-880 to reduce utility encroachment in sidewalk width?	
Are there any locations with frequent bus stopping in bike lanes? Are there opportunities to have bike lanes route behind bus stop (e.g. bus loading island) to eliminate weaving of buses and bikes?	Bus stops in project area are not very high boarding/alighting activity levels. Bus stop just north of 9th St could be location to explore bus loading island but this would require negotiation ROW from UPRR. Bus stop just north of Alameda Ave (NB) is also potential place for bus loading island, and City does own ROW here.
Please select trees that will not create maintenance issues in bike lanes – things to consider include leaves, sap, and root damage	
Does UPRR really want to retain trackage? It does not lead to anything in Alameda.	Difficult to negotiate acquisitions; temporary easement to make soft improvements much more likely

Comment	Response
BPAC unanimously supports cycletrack concept	City would need to figure out issues of street sweeping and maintenance. City is encountering these issues on other projects, so hopefully a more systematic solution is coming.

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	**Ms.**	**Tabata, Chair**	**Midori**	**Oakland**	**Alameda County Mayors' Conference, D-4**	**Jul-06**	**Sep-13**	**Sep-15**	**0**
2	**Mr.**	**Turner, Vice Chair**	**Matt**	**Castro Valley**	**Alameda County Supervisor Nate Miley, District 4**	**Apr-14**		**Apr-16**	**1**
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15*
1	**Ms.**	**Taylor, Vice Chair**	**Deborah**	**Oakland**	**Alameda County Supervisor Wilma Chan, D-3**	**Jan-13**		**Jan-15**	**0**
2	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		**N/A**	1
3	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		**Jan-16**	0
4	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		**N/A**	0
5	Ms.	Hawley	Miriam	Berkeley	League of Women Voters	Apr-14		**N/A**	0
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	**Jan-17**	1
7	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		**Sep-15**	1
8	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	**Sep-15**	0
9	Mr.	McCalley	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		**Feb-17**	0
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		**Jan-17**	0
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		**N/A**	0
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	**Jul-16**	0
13	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		**Jun-16**	0
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	**May-16**	0
15		**Vacancy**			**Alameda County Taxpayers Association**				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

16		**Vacancy**			**Bike East Bay**				
17		**Vacancy**			**East Bay Economic Development Alliance**				

Paratransit Advisory and Planning Committee Meeting Minutes
Monday, July 27, 2015, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire, Chair	P Sandra Johnson-Simon	P Carmen Rivera-Hendrickson
P Will Scott, Vice-Chair	P Jonah Markowitz	P Michelle Rousey
P Larry Bunn	A Rev. Carolyn Orr	P Harriette Saunders
P Shawn Costello	P Thomas Perez	P Esther Waltz
P Herb Hastings	A Sharon Powers	P Hale Zukas
A Joyce Jacobson	P Vanessa Proee	

Staff:
P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Katie Nocon, Alameda CTC
P Laurel Poeton, Alameda CTC

Guests:
Angie Ayers, Alameda CTC; Ken Bukowski, Public Member; Pam Deaton, City of Pleasanton Paratransit Program; Tamara Halbritter, Alameda CTC

MEETING MINUTES

1. **Welcome and Introductions**
   Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. **Public Comment**
   There were no public comments.

3. Administration

3.1. June 22, 2015 PAPCO Meeting Minutes

Harriette Saunders moved to approve the June 22, 2015 PAPCO Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (10-0-2; Members Larry Bunn and Carmen Rivera-Hendrickson abstained). Members Larry Bunn, Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Jonah Markowitz, Tom Perez, Vanessa Proee, Carmen Rivera-Hendrickson, Harriette Saunders, Will Scott, Sylvia Stadmire and Esther Waltz were present.

3.2. FY 15-16 PAPCO Bylaws

Tamara Halbritter and Angie Ayers reviewed the PAPCO Bylaws and members discussed the proposed amendments.

Questions and feedback from PAPCO members:

- Regarding the establishment of subcommittees, who is eligible to call for and create a PAPCO subcommittee? The verbiage regarding the establishment of subcommittees in the bylaws remains general as this allows the bylaws and the establishment of subcommittees to stay as flexible as possible. However, PAPCO's standing subcommittees, including the Fiduciary and Finance and Program Plan Review subcommittees will continue to be convened every fiscal year.
- How is PAPCO's funding different from the previous fiscal year? Why does it seem like funding is still restricted even though Measure BB was a success? According to the finance department, PAPCO's budget is really similar to last fiscal year's budget. She noted that PAPCO has a similar level of budget to do a similar level of work for this fiscal year.
- Can you clarify the term limits for PAPCO members? The membership term for PAPCO members are terms of up to two years or until the Commission appoints a successor but there are no maximum number of terms for committee members.

- A PAPCO member noted that members of the Independent Watchdog Committee (IWC) expressed concern for some of the proposed changes to their committee's bylaws and advisory scope.

Lastly, Naomi Armenta encouraged members to send in any other feedback or questions regarding the PAPCO bylaws to staff by August 3rd.

4. Draft Agenda Items for September 28, 2015 PAPCO Meeting

4.1. Gap Grant Cycle 5 Progress Reports

5. Adjournment

The meeting adjourned at 1:30 p.m. The next PAPCO meeting is scheduled for September 28, 2015 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2015-2016

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
1	**Ms.**	**Stadmire, Chair**	**Sylvia J.**	**Oakland**	**Alameda County Supervisor Wilma Chan, D-3**	**Sep-07**	**Jan-13**	**Jan-15**	**0**
2	**Mr.**	**Scott, Vice Chair**	**Will**	**Berkeley**	**Alameda County Supervisor Keith Carson, D-5**	**Mar-10**	**May-14**	**May-16**	**0**
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	**Dec-15**	1
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	**May-16**	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	**Jan-16**	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	**Jan-16**	1
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	**Dec-15**	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Vice Mayor Peter Maass	Dec-04	Oct-12	**Oct-14**	1
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	**Jan-16**	1
10	Ms.	Powers	Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	**Jan-16**	1
11	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	**Jan-16**	1
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	**Feb-16**	0

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	**Jan-16**	0
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	**Oct-14**	1
15	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	**May-16**	0
16	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	**Jan-16**	0
17		**Vacancy**			**Alameda County Supervisor Richard Valle, D-2**				
18		**Vacancy**			**City of Berkeley Councilmember Laurie Capitelli**				
19		**Vacancy**			**City of Livermore Mayor John Marchand**				
20		**Vacancy**			**City of Newark Councilmember Luis Freitas**				
21		**Vacancy**			**City of Piedmont Mayor Margaret Fujioka**				
22		**Vacancy**			**City of San Leandro Mayor Pauline Cutter**				
23		**Vacancy**			**City of Union City Mayor Carol Dutra-Vernaci**				

DATE:	October 15, 2015
SUBJECT:	Legislative Update
RECOMMENDATION:	Receive an update and approve positions on state and federal legislative activities

Summary

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

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

Background

State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

The Legislature adjourned on September 11 until January 4th. While over 249 bills were sent to the Governor during the final days of session, there was no agreement on funding healthcare, no funding package on transportation, and no agreement was reached on appropriating the bulk of cap & trade funds.

Transportation Funding: During the final week of session it became clear that there would not be a deal on transportation funding. Conceding, the Senate and the Assembly sent two spot bills, ABX1 3 and SBX1 4, to conference committee. Speaker Atkins and Pro Tem de Leon announced on Sept 23rd the appointments to the Conference Committee on Transportation. Assemblyman Frazier is not one of them!

- Senator Jim Beall (D-San Jose) (Co-chair)
- Senator Benjamin Allen (D- Santa Monica)
- Senator Connie Leyva (D-Chino)
- Senator Anthony Cannella (R-Ceres)
- Senator Ted Gaines (R-Roseville) –
- Assemblymember Jimmy Gomez (D-Northeast Los Angeles), Co-Chair
- Assemblymember Autumn R. Burke (D-Inglewood)
- Assemblymember Melissa Melendez (R-Lake Elsinore)
- Assemblymember Kevin Mullin (D-South San Francisco)
- Assemblymember Jay Obernolte (R-Big Bear Lake)

While the Governor proposed a scaled back plan in the closing week of session that would generate $3.4 billion annually, and included money for maintenance and rehabilitation of roadways, funding for public transit and complete streets, and policy reforms, the Republicans would not change a no taxes position. Although the regular session has ended the Special Session on transportation will continue. Attachment C includes a letter from Chair Haggerty to the Leadership, Conference Committee and the Secretary of Transportation regarding Alameda CTC advocacy for new transportation funding. Attachment D includes CALCOG's summary of special session transportation revenue proposals.

Special Session Legislation: Although the Legislature has adjourned until January, the transportation special session remains alive and there remains a chance that the Legislature could reconvene to take action on special session legislation. All the bills introduced in the special session remain alive until the special session is closed. The regular session hearing deadlines do not apply to special session bills.

The Assembly did not any hearings on any of the bills introduced in the special session. All of the bills remain in the "Assembly Print" status awaiting referral to the policy committee. The Senate, however, did hold hearings and reviewed all the bills introduced. Many of the bills the Senate Committee heard were held in the Committee without and vote, some failed passage, and a handful were actually approved and moved to the Senate Appropriations Committee. Attachment B is matrix with the current status of all the special session bills.

During the final week of session a couple of new special session bills of interest were introduced. ABX 23 was introduced to require Caltrans and local agencies spending SHOPP or STIP funds to prioritize projects that provide mobility improvements to disadvantaged communities. In addition, ABX 24 would require an

annual appropriation of $125 million from the State Highway Account to the Active Transportation Program to be used provide "network" grants of at least $25 million.

ABX 24 was introduced on the last day of session by Assemblyman Marc Levine. This bill would rename MTC the Bay Area Transportation Commission and change the board to be comprised of independently elected members. The bill specified that the new commissioner districts would consist of 750,000 residents each. Furthermore, districts that include a toll bridge would elect two representatives. A recommended position on this bill is listed below under State Legislation.

Leadership Changes: At the last week of session President Pro Tem de Leon was the only remaining leader from the previous year. Senate Minority Leader is Jean Fuller, replacing Senator Huff, and the Assembly minority leader is Chad Mayes. Assemblyman Chad Mayes from Yucca Valley (Riverside and San Bernardino counties) will take over in January and isn't termed out until 2026.

Assembly Speaker Toni Atkins announced during the last week of session that Assemblyman Anthony Rendon will be voted in as her replacement in January. Rendon can remain in the Assembly until 2024. Prior to his election to the Assembly, Rendon was the Interim Executive Director of the California League of Conservation Voters, Executive Director of Plaza de la Raza Child Development Services, and from 2001 to 2008, an adjunct professor in the political science and criminal justice department at Cal State Fullerton. He represents several cities in Los Angeles County.

While these leadership changes may have happened sooner than expected, each of these leaders (Atkins, Huff, and Olsen) are all termed out in 2016, and these changes would likely have occurred early next year. Senate President Pro Tem de Leon is not termed out until 2018.

Climate Change: SB 350 was Pro Tem de Leon's effort to codify the Governor's Executive Order to reduce petroleum use by 50%, increase the supply of renewable energy to 50%, and increase building efficiency by 50% all by 2030. The bill was amended to remove the petroleum reduction goals, which allowed many of the moderate Dems to support this bill. This 50% goal was jettisoned because Senator de Leon and the Governor would not agree to oil company demands to dilute the regulatory power of CARB. While the petroleum reduction goal will not be in statute, CARB can still move forward on this goal pursuant to the Executive Order.

The SB 350 announcement came on the heels of the defeat of SB 32, which failed passage on the Assembly Floor on a vote of 30-35 – it needed 41 votes to move forward. This bill would have updated the AB 32 statutes and establish new GHG reduction goals for 2050. Senator Pavley amended SB 32 the day after it failed passage in an effort to garner sufficient support. However, the Administration did not support the changes, and Senator Pavley moved SB 32 back to the Assembly policy committee for consideration next year.

In addition, Speaker Atkins gutted and amended her proposal to extend the AB 32 goals. AB 1288 was gutted and amended on the final days of session to add two new member to the Air Resources Board, one appointed by the Senate and one appointed by the Speaker of the Assembly. These new members would represent disadvantaged communities, and must be a person who works directly with communities burdened by air pollution. As amended, AB 1288 was approved by both houses.

State Legislation: Each month, staff brings legislative updates and positions on bills that are relevant to Alameda CTC's adopted legislative program. The following is one state bill in the extraordinary session which staff recommends an oppose position.

ABX1 24 (Levine D) Bay Area Transportation Commission: election of commissioners. ABX 24 would re-designate MTC the Bay Area Transportation Commission, whose board would be comprised of directly elected representatives. The bill would establish the election of commissioners with districts consisting of 750,000 residents. However, districts that include a toll bridge within the district boundaries shall elect two commissioners from that district. The bill would also merge BATA in the new Bay Area Transportation Commission.

Alameda CTC's 2015 legislative platform supports "efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation." It is not clear that this bill would support Alameda CTC's adopted legislative platform. There was not a broad discussion about the purpose and intent of this bill prior to its submission in the special session. In addition, there are many discussions underway at MTC and ABAG about improving efficiencies at the agencies which are being discussed by local elected officials to address the region's needs. Since local solutions are under discussion at this time, it does not appear necessary to have state legislation to address the composition, roles and responsibilities of MTC at this time. Therefore, staff recommends an **OPPOSE** position on this bill.

Federal Update

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

***MAP-21 Reauthorization Update*:** While it was anticipated that Congress would be able to address the nation's transprotation infrastructure funding needs in September, building upon the work of the Senate over summer on the DRIVE ACT (described below), the House was not able to release a transportation bill, and the focus shifted to another continuing resolutinon (CR) to support the nation's transportation funding past

the current extension set to expire on October 29, 2015. The current 3-month CR in effect as of this writing was approved in late July, extending current levels of transportation spending under MAP-21 for to October 29. This *"patch"* is paid for with a transfer of $8.068 billion from the General Fund to the Highway Trust Fund (HTF) and is off-set through a number of provisions.

In September 2015, Transportation Secretary Anthony Foxx stated that sufficient balances exist in the Highway Trust Fund to maintain solvency through the third quarter of FY16 (June 2016), rather than simply through the end of the 2015 calendar year. This news of not needing any additional funds for the HTF until late in 2016 may have taken pressure off of Congress to act this fall on a long-term bill and funding mechanism. Attachment D includes a letter from Chair Haggerty to our federal delegation and House leadership urging focused attention on passing a long-term surface transportation bill.

MAP-21 Extensions: The last multi-year surface transportation reauthorization passed by Congress was *MAP-21* in 2012, providing $105 billion in FY13 and FY14. MAP-21 has been extended several times, most recently via the patch described above. Last year, On April 29, 2014, the Obama Administration released its own transportation proposal, called the *GROW AMERICA Act*, and updated it this year. It provides $478 billion over six years. Before signing off on the patch on July 30, the Senate approved its own six-year transportation reauthorization, the *DRIVE Act* (H.R. 22, as amended), making clear it was ready to work with the House and White House on a long-term bill.

The DRIVE Act: Though the House has had extensive hearings, it has not yet developed its own legislative vehicle, so the Senate's *DRIVE Act* may serve as the basis of what might eventually become law. This six year bill (with three years of funding) was authored by Senate Environment and Public Works Committee Chairman James Inhofe and Ranking Member Barbara Boxer. House Transportation and Infrastructure Committee Chairman Bill Shuster and Ways and Means Chairman Paul Ryan have said that they are committed to working towards passage of a six-year bill.

DRIVE, ("Developing a Reliable and Innovative Vision for the Economy Act," is a collaborative effort of all the Senate Committees with transportation jurisdiction. It includes about $46 billion in "pay-fors" from a variety of sources to address the gap in Highway Trust Fund spending. The bill maintains the core Federal-aid highway programs such as the Surface Transportation Program (STP), the National Highway Performance Program, and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), while increasing the amounts each state will receive each fiscal year. The share of STP funds to be suballocated to MPOs would be increased from 50% to 55%, but because additional money is set aside from STP to maintain and improve off-system bridges, the total amount of STP funds for MPOs would decline by about 7 percent from current levels.

Several programs are established and/or modified under the DRIVE Act, including:

- Assistance for Major Projects program to provide grants for projects that will have a significant impact on a region or the Nation. It would require FHWA to submit a list of eligible projects between $700 million and $1.4 billion to the House and Senate authorizing committees each year. Those committees would then approve about $350 million of those projects.
- National freight program, funded from almost $1 to $2.5 billion throughout the authorization.
- TIFIA loan and credit program would be reduced from its current level of $1 billion, down to just $300 million, though TOD would become an eligible expenditure. That will likely be reconsidered if stable six year funding is included in the final package.
- Environmental streamlining provisions to make the NEPA process more efficient.
- Transportation Alternatives Program (TAP) would be slightly increased to $850 million, and have 100% of its funding allocated to MPOs, as opposed to just 50% currently.
- TIGER program, which has always been funded by appropriations and has not been previously authorized, is not addressed in DRIVE but many TIGER projects would be eligible for the Assistance to Major Projects program discussed above.
- Intercity passenger rail policy is included in the surface transportation bill for the first time as part of a transportation reauthorization, which would help secure more reliable funding for Amtrak.
- Mass Transit Funding: Funding for public transit overall would increase by nearly $2 billion over *MAP-21* levels, with $9.2 billion available from the Mass Transit Account in FY16, with increases to $10.6 billion by FY21.
    - Bus and Bus Facilities discretionary grant program would be restored with $180 million in FY16, with a $55 million set-aside for "no or low-emission grants."
    - Bus and Bus Facilities formula program, would receive $430.8 million in FY16, with increases to $625.5 million in FY21. Urbanized Area Formula grants would increase by $862 million under the *DRIVE Act*
    - Capital Investment Grants, would increase by 7.5%, or $162 million, in FY16. FY16 funding for Capital Investment Grants, which include New Starts and Small Starts, would be $2.3 billion in FY16, with increases to $2.6 billion by FY21.

Leadership Changes: On Friday, September 25th, House Speaker John Boehner announced plans to resign from Congress on October 30, 2015, setting up a special election in Ohio to replace him. This will lead to a new dynamic in Congress. It's worth noting that the last six Speakers have departed the House through resignation, defeat, or loss of party control, and that Tip O'Neill was the last to step down in a normal way. As of now, the most likely person to replace Speaker Boehner is current House Majority Leader Kevin McCarthy (CA).

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2014 Legislation Program
B. Transportation Infrastructure Extraordinary Session Bills, Positions and Status
C. Letter to Chairs of Extraordinary Session on Infrastructure Legislative Members from Senate and Assembly
D. CALCOG Summary of Special Session Transportation Revenue Proposals
E. Letter to federal Transportation and Infrastructure Committee Leadership on long-term surface transportation bill

Staff Contact

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2015 Alameda County Transportation Commission Legislative Program

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

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

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	• Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

September 18, 2015

Transportation Special Session Legislation

Bills	Subject	Status	Client - Position
ABX1 1 (Alejo D) Transportation funding.	ABX 1 is the reintroduction of AB 227, which was held in the Assembly Budget Committee due to the impact the bill would have on the general fund. ABX 1 includes the following provisions: • Halt the use of truck weight fees for debt service payments, • Require all loans made to the general fund from transportation accounts to be repaid by December 31, 2018, • Halt the diversion of "Non-Article 19" funds to transportation debt service, • Specify that all swap excise tax revenue would be allocated 44% to the STIP, 12% to the SHOPP, and 44% to cities and counties for local streets and roads. While ABX 1 halts the transfer of weight fees to the general fund, it does not provided a backfill to the general fund.	ASSEMBLY PRINT	
ABX1 2 (Perea D) Transportation projects: comprehensive development lease agreements.	ABX 2 would repeal the sunset date on the CTC's authority to approve public-private partnership projects. Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.	ASSEMBLY PRINT	
ABX1 3 (Frazier D) Transportation funding.	ABX 3 is a spot bill that contains legislative intent language to enact permanent and sustainable sources of funding to repair state and local roadways. Along with SBX1 4, this spot bill has been moved to a Conference Committee in an effort to continue negotiations during the legislative interim.	Assembly Conference Committee	

ABX1 4 (Frazier D) Transportation funding.	ABX 4 is another spot bill that includes intent language to enact sustainable funding sources to improve the state's key trade corridors and support local efforts to repair and improve local transportation infrastructure. Similar to two Senate vehicles ABX 3 and ABX 4 have moved to the second house as potential vehicles for an agreement.	SENATE DESK	
ABX1 5 (Hernández, Roger D) Income taxes: credits: low-income housing: farmworker housing assistance.	ABX 5 makes several changes that would increase the amount of tax credits that could be allocated by the California Tax Credit Allocation Committee to farmworker housing projects. The bill would increase the amount of tax credits allocated to farmworker housing from $500,000 to $25 million annually. The bill would also state that qualified projects can include not less than 50% farmworker residents.	ASSEMBLY PRINT	
ABX1 6 (Hernández, Roger D) Affordable Housing and Sustainable Communities Program.	ABX 6 would dedicated 20% of the funds allocated to the Affordable Housing & Sustainable Communities Program to projects located in rural areas, and requires 50% of the rural set aside must be used for affordable housing projects.	ASSEMBLY PRINT	
ABX1 7 (Nazarian D) Public transit: funding.	ABX 7 would increase the share of cap & trade funds dedicated to transit. The bill would increase the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.	ASSEMBLY PRINT	Alameda CTC - SUPPORT
ABX1 8 (Chiu D) Diesel sales and use tax.	Starting on July 1, 2016, ABX 8 would impose a sales tax on diesel fuel sales of 5.25%. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula. The bill would also sunset the existing 1.75% gas tax swap add-on sales tax imposed on diesel fuel sales on July 1, 2016. Thus replacing the existing 1.75% rate with the 5.25% rate.	ASSEMBLY PRINT	Alameda CTC - SUPPORT

ABX1 9 (Levine D) Richmond-San Rafael Bridge.	Would require Caltrans, as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 on the Richmond-San Rafael to automobile traffic and temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	ASSEMBLY PRINT	
ABX1 10 (Levine D) Public works: contracts: extra compensation.	Would provide that a state entity in a megainfrastructure project contract may not provide for the payment of extra compensation to the contractor until the megainfrastructure project has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. A megainfrastructure project is a construction project that cost more than $1 billion.	ASSEMBLY PRINT	
ABX1 11 (Gray D) Transportation projects: County of Merced: campus parkway project.	This bill would appropriate $97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project.	ASSEMBLY PRINT	
ABX1 12 (Nazarian D) Los Angeles County Metropolitan Transportation Authority.	Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, which could include imposing tolls and user fees for use of those projects.	ASSEMBLY PRINT	
ABX1 13 (Grove R) Greenhouse Gas Reduction Fund: streets and highways.	This bill would reduce from 20% t0 10% the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill would also direct 50% of cap & trade revenue to roadway maintenance projects – half would be allocated to Caltrans and half would be split between cities and counties.	ASSEMBLY PRINT	
ABX1 14 (Waldron R) State Highway Operation and	This bill would continuously appropriate $1 billion from the General Fund, with 50% to be made available to Caltrans for SHOPP projects, and 50% to be made available to the Controller for	ASSEMBLY PRINT	

Protection Program: local streets and roads: appropriation.	apportionment to cities and counties for street and road purposes.		
ABX1 15 (Patterson R) State Highway Operation and Protection Program: local streets and roads: appropriation.	This bill would reduce Caltrans' existing Capital Outlay Support budget of $663,287,000 by $500 million. This $500 million would be split with 50% allocated to the SHOPP and 50% split between cities and counties for local streets and roads maintenance projects.	ASSEMBLY PRINT	
ABX1 16 (Patterson R) State highways: transfer to local agencies: pilot program.	This bill would require Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	ASSEMBLY PRINT	
ABX1 17 (Achadjian R) Greenhouse Gas Reduction Fund: state highway operation and protection program.	This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of cap & trade revenue to fund projects in the state highway operation and protection program.	ASSEMBLY PRINT	
ABX1 18 (Linder R) Vehicle weight fees: transportation bond debt service.	This bill would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	ASSEMBLY PRINT	
ABX1 19 (Linder R) California Transportation Commission.	This bill would make the CTC an independent agency, separate from the California Transportation Agency.	ASSEMBLY PRINT	
ABX1 20 (Gaines, Beth R) State government: elimination of vacant positions: transportation: appropriation.	This bill would require the Department of Human Resources to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill would also continuously appropriate from the General Fund $685 million. Half of these funds would be allocated to Caltrans for SHOPP projects, and half would be split between cities and counties.	ASSEMBLY PRINT	

ABX1 21 (Obernolte R) Environmental quality: highway projects.	ABX 21 would prohibit a court in a CEQA challenge from staying or enjoining the construction or improvement of a highway unless it makes specific findings that the project present imminent threat to the public, or the project site contains unforeseen Native American or historical artifacts.	ASSEMBLY PRINT	
ABX1 22 (Patterson R) Design-build: highways	ABX 22 would authorize Caltrans to utilize design build procurement on an unlimited number of projects and require Caltrans to contract-out for construction inspection services.	ASSEMBLY PRINT	
ABX1 23 (Garcia, Eduardo D) Transportation	ABX 23 would require the CTC to establish guidelines that would require Caltrans or local agencies that receive SHOPP or STIP funds to prioritize projects that provide benefits to the mobility and safety needs of disadvantaged communities. This bill would also require an annual appropriation of $125 million from the State Highway Account to the Active Transportation Program. These additional funds would be used for "network" grants ranging in size from $25 million to $50 million.	ASSEMBLY PRINT	
ABX1 24 (Levine D) Bay Area Transportation Commission: election of commissioners.	ABX 24 would re-designate MTC the Bay Area Transportation Commission, whose board would be comprised of directly elected representatives. The bill would establish the election of commissioners with districts consisting of 750,000 residents. However, districts that include a toll bridge within the district boundaries shall elect two commissioners from that district. The bill would also merge BATA in the new Bay Area Transportation Commission.	ASSEMBLY PRINT	
SBX1 1 (Beall D) Transportation funding**.**	This bill was approved on a party line vote by the Senate Committee on Transportation & Infrastructure. SBX 1 is the Senate Democrat's transportation funding proposal that would generate up to $4.3 billion annually in new revenue. The funds would primarily be used to fund state highway and local and street and road maintenance needs. SBX 1 was amended to include new restrictions on spending existing SHOPP and STIP funds. First, Caltrans and any local agency spending SHOPP or STIP funds on an improvement project must include bicycle and pedestrian safety, access and mobility improvements in the project as specified.	SENATE APPR	

	Second, the expenditure of SHOPP and STIP funds shall if feasible be implemented in a manner that reduces GHG emissions and benefits vulnerable disadvantaged communities. The CTC is required to adopt performance criteria specified in the bill to implement and review compliance with this requirement. The funding provisions in SBX 1 includes the following: • Gasoline excise tax increased by 12 cents. • Diesel excise tax increases by 22 cents. Of this amount 12 cents is dedicated to trade corridor improvement projects. • Eliminates the BOE's annual true-up of the gas tax swap and replaces it with a fixed swap excise tax of 17 cents that would be adjusted for inflation by the BOE every three years. • Expands the allowable use of these funds by cities and counties to include maintenance and rehabilitation, safety projects, grade separation projects, and *active transportation projects associated with any other allowable project*. • If a city or county has a pavement condition index of 85 or higher then it could use the funds any transportation purpose. • Imposes a $35 "Road Access Charge". This is in addition to the vehicle registration fee increase of $100 on alternative fueled vehicles and $35 on all other vehicles. • The $35 Road Access Charge would be deposited into the Road Maintenance and Rehabilitation Account, and the weight fee revenue would continue to be used for debt payments in order to eliminate any general fund impact. • 5% dedicated to the State and Local Partnership Program (SLPP), which can be matched by counties that currently do not have a local transportation sales tax. • The sunset date is deleted. The funds would be equally split between Caltrans maintenance projects and local street and road		

	projects. Half the funds allocate to cities and counties is split equally, with the city share being allocated on a per capita basis and the county share being allocated pursuant to the HUTA formula, which is based on registered vehicles and road miles.		
SBX1 2 **(Huff R)** Greenhouse Gas Reduction Fund.	SBX 2 is part of the Senate Republican Caucuses proposal to direct cap & trade auction revenue to transportation projects. It is estimated that this would direct $1.9 billion to transportation projects. SBX 2 would direct all auction proceeds that are derived from including transportation fuels in the cap & trade program shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but not high speed rail.	SENATE APPR	
SBX1 3 **(Vidak R)** Transportation bonds: highway, street, and road projects.	SBX 3 failed passage in the Senate Transportation & Infrastructure Committee. This bill would halt the use of existing bonds for construction of the high speed rail system, and redirect the use of unsold bonds to state and local transportation projects. The bill would make the following changes: • Use any outstanding bond proceeds to pay off the debt of those bonds. • Use any unissued bonds for transportation projects whereby 50% is appropriated to Caltrans for highway maintenance and new construction, and 50% to a new program in Caltrans to fund the repair and new construction of local streets and roads.	SENATE T. & I.D. – Failed Passage	
SBX1 4 **(Beall D)** Transportation funding.	SBX 4 is spot bill that includes legislative intent language to establish a permanent and sustainable funding source to maintain and repair state highways, local roads, bridges and other critical infrastructure. SBX 4, along with ABX 3 has been to a conference committee.	SENATE CONFERENCE COMMITTEE	
SBX1 5 **(Beall D)** Transportation funding.	SBX 5 is a spot bill with legislative intent language to establish a sustainable funding source to improve the state key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	ASSEMBLY DESK	

SBX1 6 **(Runner R)** Greenhouse Gas Reduction Fund: transportation expenditures.	SBX 6 makes two significant changes. First, it would delete the continuous appropriation of 25% of cap & trade funds to the High Speed Rail Authority. Second, after the allocations are made to the Low Carbon Transit Operations Program, Transit & Intercity Rail Program, and the Affordable Housing & Sustainable Communities Program, the remaining 65% would be continuously appropriated to the CTC. The CTC would allocate the funds to high-priority transportation projects with 40% to state highway projects, 40% to local street and road projects, and 20% to public transit projects.	SENATE T. & I.D. – Failed Passage	
SBX1 7 **(Allen D)** Diesel sales and use tax.	Identical to ABX 8, SBX 7 would replace the existing 1.75% diesel fuel sales tax that was imposed as part of the gas tax swap with a 5.25% sales tax rate. Starting on July 1, 2016, SBX 7 would impose a sales tax on diesel fuel sales of 5.25%, and sunset the existing 1.75% sales tax rate imposed on diesel fuel sales. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.	SENATE APPR	
SBX1 8 **(Hill D)** Public transit: funding.	SBX 8 is identical to ABX 7. SBX 8 would the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.	SENATE APPR	
SBX1 9 **(Moorlach R)** Department of Transportation.	SBX 9 would prohibit Caltrans from using any "one-time" revenue to pay for staff costs, and it would phase in a requirement to contract out for architectural and engineering services. The bill would require starting on July 1, 2016 for Caltrans to contract out 15% of all architectural and engineering services. That amount would ratchet up each year for 7 years to ultimately require 50% of architectural and engineering services be contracted out.	SENATE T. & I.D. – Failed Passage	
SBX1 10 **(Bates R)** Regional	While SBX 10 was heard by the Senate Committee on Transportation & Infrastructure Development, no vote was taken. SBX 10 would substantially alter how	SENATE T. & I.D.	

transportation capital improvement funds.	the county share of STIP funds are allocated and programmed. The bill would essentially allocate the 75% share of state and federal funds to the regional transportation planning agencies as a block grant as determined by the existing formula. The regional agencies would then program these funds to projects identified in the regional transportation improvement program. The regional agencies would then notify the CTC of which projects will be funded and then the CTC would simply incorporate these projects into the STIP. Thus, eliminating the CTC's role in programming these funds.		
SBX1 11 (Berryhill R) California Environmental Quality Act: exemption: roadway improvement.	Existing law provides an exemption from CEQA for local road repair projects undertaken in a county of less than 100,000, and does not cross a waterway or affect any riparian areas, wetlands, or wildlife areas. SBX 11 would expand this CEQA exemption to apply to any state or local roadway repairs undertaken in any county. SBX 11 was amended to also include provisions prohibiting a court from staying or enjoining a project included in a sustainable communities strategy for which a programmatic EIR has been certified.	SENATE T. & I.D.	
SBX1 12 (Runner R) California Transportation Commission.	SBX 12 would make the California Transportation Commission (CTC) an independent entity outside the oversight of the California State Transportation Agency. This bill would also require Caltrans to identify resources for each project in the SHOPP and authorize the CTC to adopt and/or reject individual projects listed in the SHOPP. Any changes made to a project included in the SHOPP, such as cost increases, scope, or schedule, must first be approved by the CTC before being implemented by Caltrans.	SENATE APPR	
SBX1 13 (Vidak R) Office of the Transportation	SBX 13 would create an independent Office of the Transportation Inspector General. The office would be charged with reviewing policies, practices and procedures, as well as conducting audits of activities	SENATE APPR	

Inspector General.	involving state transportation funds. The Inspector General would be appointed by the Governor to a 6 year term.		
SBX1 14 (Cannella R) Transportation projects: comprehensive development lease agreements.	Identical to ABX 2, SBX 14 would delete the sunset date on the CTC's ability to approve public-private-partnerships. Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.	SENATE T. & I.D.	
SCAX1 1 (Huff R) Motor vehicle fees and taxes: restriction on expenditures	SCAX1 1 proposes to amend the Constitution as follows: • Prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the constitution. This would prohibit the use of truck weight fees for bond debt payments. • Require that revenues derived from the portion of the vehicle license fee that exceeds the current rate of 0.65% to be used solely for street and highway purposes.	SENATE APPR	

ALAMEDA County Transportation Commission

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September 25, 2015

Senator Jim Beall,
State Capitol, Room 5066
Sacramento, CA 95814

Assemblyman Jimmy Gomez
State Capitol, Room 2114
Sacramento, CA 95814

RE: Transportation Infrastructure Conference Committee

Dear Senator Beall and Assemblyman Gomez:

As Chairman of the Alameda County Transportation Commission (Alameda CTC), I am writing to express the Alameda CTC's support for your efforts to enact legislation that will provide a significant and overdue investment in California's transportation system.

The Alameda CTC is keenly aware of the severe funding needs to preserve our existing state, local and mass transportation system. While several measures have been introduced to date in the special session that reflects the Alameda CTC's priorities, we urge you to include the following items as the basis for a comprehensive funding package.

- *It is vital that any package make a significant investment in maintaining the transportation system*. The needs are great, and it is critical that a long term, stable funding source be implemented. In particular, the revenue proposed in SBX 1 would stem the tide of erosion facing our transportation network. SBX 1 also reflects Alameda CTC's priority for these revenues to be shared equally between state and local priorities.

- *Economic vitality rests with providing an efficient goods movement system*. The investment plan should include investing in improving goods movement to the state's ports as well as along key goods movement corridors. Both SBX 1 and the Governor's proposal make critical investments on improving our goods movement corridors. These investments will not only improve economic development opportunities but also provide air quality and congestion relief in disadvantaged communities.

- *A new investment plan should leverage local tax revenue.* Local taxes dedicated to transportation investments exceed $4 billion annually. Investment in a State and Local Partnership Program (SLPP) not only leverages these local dollars, but provides an incentive for counties without a local tax program to establish one.

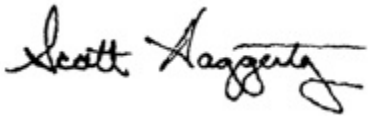
  Governor Brown's proposal recognizes the value of local tax dollars by providing $250 million annually for a SLPP that is open to all existing and future local transportation tax programs. However, the SLPP should not be limited to maintenance and rehabilitation projects, but also projects that reduce vehicles trips and GHG emissions. The SLPP program approved under the 2006 bonds was a success with an almost $1 billion investment of State bond funds that leveraged into almost $11 billion in projects.

- *The investment plan must address the investment needs of the entire transportation system*. Mass transit is a critical component in our transportation system, and the public transit infrastructure shortfall is equally as urgent as the crisis affecting state highways and local streets & roads.

  While Governor Brown proposes providing a one-time infusion of cap & trade auction revenue, proposals have been introduced (ABX 7 & 8 and SBX 7 & 8) that would provide a longer term investment in mass transit capital and operation needs. Transit expands the capacity of our existing system and provides a critical role in meeting regional vehicle trip reduction goals. This includes vital interregional passenger rail links such as a potential BART/ACE intermodal connector in the Tri-Valley and our major transit operators in Alameda County. Any transportation funding package should not overlook mass transit investment needs.

The Alameda CTC urges your consideration of a legislative package that addresses these priorities. The priorities listed above will provide a lasting solution that will result in needed investments in our transportation system and that will also be an investment in California's economic vitality for decades to come. Therefore, on behalf of Alameda CTC, thank you for your leadership. We look forward to working with you as a transportation package is developed.

Sincerely,



Scott Haggerty, Alameda County Supervisor District 1, Alameda CTC Chair

cc: Senate President Pro Tempore, Kevin de Leon
Assembly Speaker Toni Atkins
Members and Consultant to the Transportation Infrastructure Conference Committee
Alameda County Legislative Delegation
Brian Kelly, Secretary, California State Transportation Agency
Steven Wallauch, Platinum Advisors

First Extraordinary Session Transportation Funding & Reform Proposals

California Association of Councils of Governments

September 21, 2015

	Funding Sources	Expenditures	Policies & Reforms
Governor's Proposal	**Raises $3.6 Billion in *New* Revenue** • $500 Million from CPI adjustments • $300 Million from 11 cent diesel tax increase • $ 2 Billion from $65 per year vehicle fee • $100 Million in Caltrans efficiencies • $500 Million in Cap & Trade Funding (*1 time?*) ***Plus* $879 Million in One Time Loan Repayments** – $265 Million for transit and intercity rail – $334 Million for trade corridors, – $148 Million to local traffic congestion relief – $132 Million in state highway repairs.	**New Road Maintenance & Rehab Account (RMRA)** **- $1.8 Billion for State Programs** • $1.6 Billion to SHOPP • $200 Million for Goods Movement (TCIF) **- $1.8 Billion for Local Programs** • $1.050 Billion to local streets and roads • $250 Million to State-Local Partnership for any county with a dedicated transportation fee • $400 Million commuter rail & low carbon transit • $100 Million – Local complete street program	• Ballot **initiative** to protect revenues • Indexes gas and diesel tax rates to CPI • Eliminates fuel tax swap; restores pre-swap 18 cent excise rate • CEQA exemption for repairs in ROW • P3 extension for 10 years • CM/GC extended to 12 projects • Unspecified Caltrans efficiencies ($100 M) • Advanced mitigation ($30 M)
Legislative Proposals from Democrats	**$3.9 Billion in *New* Road Funding: Beall (SBX1-1)** • $1.8 Billion - 12 cents/gal increase on motor fuels • $572 Million - 22 cents/gal on diesel fuels • $1.5 Billion – New $35 vehicle registration fee and another $35 fee for road access ($100 for Zero Emission Vehicles) **$1 Billion in Restored Weight Fees (ABX1-1);** • $1 Billion in weight fees remain in State Highway Account **$700 Million Transit Funding: (SBX1-7 & 8) (ABX1-7 & 8)** • $400 Million by doubling allocations from Cap & Trade for Intercity Rail and Low Carbon Transit programs • $300 Million (estimated) from 3.5% increase on diesel fuel sales tax for State Transit Account **Active Transportation Program (SBX1-23)** • $125 Million *redirected* to ATP from State Hwy. Account	**Road Maintenance & Rehab. Account (SBX1-1)** • $300 Million to Goods Movement via TCIF program (from extra 10 cents/gal on diesel fuel) • 5% (est. $180 Million) incents new local sales taxes • Remaining $3.4 Billion split equally for SHOPP and to cities and counties for local streets and roads • CTC oversight of fund expenditures **Weight Fee & Transit Funding:** Per existing State Highway Account and Cap and Trade programs **Active Transportation Program (SBX1-23)** • Funds redirected to current ATP; • Also includes policy reform proposal in SBX1-1 related to STIP and SHOPP performance criteria.	**SBX1-1** *(and SB 16 from regular session)* • Indexes gas and diesel tax rates to CPI • Eliminates fuel tax swap; restores base rate • Increase Caltrans efficiencies by 30% with savings dedicated to SHOPP maintenance *Late Active Transportation Amends (SBX1-1)* • STIP & SHOPP capital projects must address bike and pedestrian access unless excluded • CTC develops criteria for STIP & SHOPP to address GHG, social equity, public health, and effects on disadvantaged communities. • CTC develops LSR criteria to measure PCI, bridge health, maintenance LOS, GHG, ATP benefits, and public health co-benefits.
Legislative Proposals from Republicans	**Senate Bills *Redirect* $1.3 Billion in Existing Revenues** • $1.3 Billion (est.)* in Cap and Trade (proposals overlap) – Redirect all cap and trade funds derived from motor vehicle fuels to transportation (SBX1-2) – Redirect 65% of cap and trade proceeds (approximate motor fuel contribution) to CTC (SBX1-6) **Assembly Bills *Redirect* $4.4 Billion in Existing Revenues** • $500 Million - 25% of Cap & Trade to SHOPP (ABX1-17)* • $1 Billion from rededicating Weight Fees (ABX1-18) • $200 Million from AHSC (ABX1-13) • $1 Billion annually from General Fund (ABX1-14) • $685 Million by eliminating vacant positions (ABX1-20) • $500 Million by redirecting capital outlay (ABX1-15)	**Senate Bill Methodologies** • $1.3 Billion* in cap in trade (proposals overlap) – Appropriated for transportation infrastructure annually, including streets and highways, but excludes high speed rail (SBX1- 2) – For priority projects; 40%state highways, 40% local streets and roads, & 20% transit (SBX1-6) **Assembly Bill Methodologies** • $1 Billion weight fees stay in State Hwy Account • $500 Million* - 25% Cap & Trade funds to SHOPP • *Remaining bills would evenly split funds:* – $1.2 Billion for the SHOPP – $1.2 Billion for Local Streets and Roads	• Ballot **initiative** to protect revenues (SCAX1-1) • Eliminate sunset on P3 authority (SB1X-14) • CEQA: exempt ROW repairs (SBX1-11) and prohibit enjoining construction (ABX1-21) • Increases Caltrans contracting and limit use of temp funding for permanent positions (SB X1-9) • Create Inspector General (SBX1-13) • Convert STIP to regional grants (ABX1-10) • Allow Design-Build (AB 1X-22) • Remove CTC from CalSTA (SBX1-12; ABX1-19) • Two county pilot for county operation of state highways (AB1X-16)

*** Cap and Trade: All calculations based on $2 billion in annual revenues**

**** General Disclaimer: This chart is only a summary. Some funding totals and outcomes are inferred. See referenced legislation for specific details.**

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ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

September 24, 2015

Congressman Bill Shuster
Chairman
House Committee on
Transportation and Infrastructure
2251 Rayburn House Office Building
Washington, DC 20515

Congressman Peter DeFazio
Ranking Member
House Committee on
Transportation and Infrastructure
2164 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Shuster and Ranking Member DeFazio:

On behalf of the Alameda County Transportation Commission (Alameda CTC) in California, we urge you to take up a long-term surface transportation bill this fall. As you know all too well, short-term extensions are unable to address our nation's most pressing infrastructure needs.

The Alameda CTC is governed by a 22-member Commission, which manages the county's one-cent transportation sales tax and serves as the county's congestion management agency. The agency generates over $200 million each year in transportation funding that supports jobs, enhances mobility and enriches communities. However, a strong federal partner is needed in order for the Alameda CTC to continue to deliver projects.

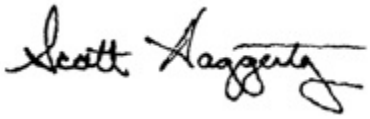
As local elected officials, we are keenly aware of the multitude of issues facing Congress this fall. In looking at the various appropriations and authorization deadlines that Congress will face over the course of the next few months, some skeptics would say there are ample opportunities to derail progress on a long-term bill. However, we ask that you and the Congressional leadership remain focused on passage of surface transportation legislation.

While we as a local agency are able to move forward on transportation projects with state and local funds, we are in need of a long-term federal bill to assist in some of those larger highway, bridge and transit projects that we can't deliver with state and local funds alone.

Again, we understand other timely issues could become the focus of Congress in the next few months, but urge you to not lose track of the importance of passing a long-term bill.

Thank you once again for your tireless efforts in addressing surface transportation policy for the country.

Sincerely,



Scott Haggerty
Alameda CTC Chair
Alameda County District 1 Supervisor

cc:

Alameda County Federal Legislative Delegation:
Senator Feinstein
Senator Boxer
Congressman Honda
Congresswoman Lee
Congressman Swalwell

DATE:	October 15, 2015
SUBJECT:	Countywide Multimodal Arterial Plan: Typology Framework and Modal Priorities
RECOMMENDATION:	Approve the Countywide Multimodal Arterial Plan typology framework and modal priorities.

Summary

Arterial roadways are the core of the transportation system in Alameda County, moving people and goods within the county and the region and serve the second highest number of users as compared to freeways. These roadways provide regional and local mobility for multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC is developing a Countywide Multimodal Arterial Plan, a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials.

The Arterials Plan essentially provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. The plan development is being closely coordinated with local jurisdictions, the California Department of Transportation (Caltrans), transit operators, and non-agency members representing all modes. Further, this coordination also considers the prior related efforts by three Alameda County jurisdictions (the cities of Alameda, Emeryville, and Fremont) and current ongoing complete streets efforts by the Cities of Oakland and Berkeley.

The Commission approved the vision, goals, and performance measures for the Arterials Plan in February 2015. As a next step, the project team has been working with the stakeholders to develop a typology framework, a classification of the arterials that is reflective of the surrounding land use context and identifies the role and needs of various modes on these roads (as defined further below), which will inform prioritizing various modes on these arterials. The development process is based on a combination of technical analyses from the project team and priorities defined by the jurisdictions, transit agencies, and Caltrans.

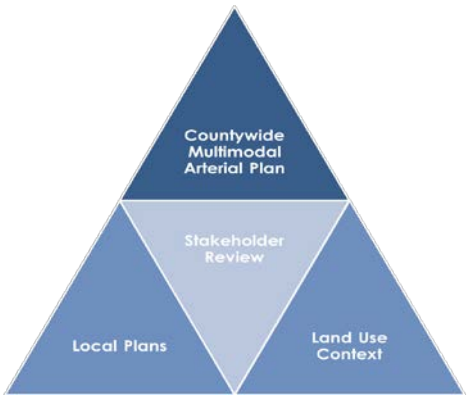
ACTAC and PPLC considered this item on October 8, 2015 and October 12, 2015 respectively, and approved unanimously.

Discussion

Alameda CTC is developing the Arterials Plan to comprehensively study the existing and future conditions for all transportation modes on the arterials, identify needs and develop recommendations for transportation improvements. Attachment A provides a flow chart of the Arterials planning framework that includes distinct three milestones.

A key component of the Arterials Plan is the roadway typology framework that enhances and supplements the traditional arterial-collector-local functional classification system by recognizing the importance of local land use context and all transportation modes. In this regard, the typology framework focuses not only on roadway volume throughput, but also evaluates roadways in terms of land use context and local multimodal (transit, bike, pedestrian, auto, and truck) needs as part of the countywide transportation system. This unprecedented countywide planning process (shown in Figure 1) begins with two components: 1) local multimodal needs as reflected in local planning efforts and data collected on existing conditions; and 2) land use context. These two components have been aggregated from the local level to the countywide level through technical analyses and extensive stakeholder review.

Figure 1. Alameda Countywide Arterials Plan Development Process Framework



The Arterial Plan provides a technical basis for Alameda County jurisdictions in their implementation of a Complete Streets Plan as required by state legislation (California Complete Streets Act of 2008) and the region's complete streets requirements (Metropolitan Transportation Commission [MTC] Resolution Number 4035). In particular, the Arterial Plan's typology framework provides a basis for identifying the county's Complete Streets Network, assessing arterial roadway's multimodal performance and needs in the context of the surrounding land use, and identifying and prioritizing appropriate short- and long-term improvements on arterial roads.

Many jurisdictions in Alameda County including the cities of Oakland and Berkeley, and Central County jurisdictions are working on developing a Complete Streets Plan, and Alameda CTC's Arterial Plan coordinates with these efforts. Additionally, the cities of Alameda, Emeryville, and Fremont have already adopted their typology framework, and the

Arterial Plan's typology framework has been coordinated with their work, so that their frameworks nest within the countywide typology.

Outreach and Coordination with Stakeholders

Close coordination with local jurisdictions, bus transit operators, Caltrans, MTC, and non-agency stakeholders (representatives from seniors, people with disabilities, emergency response, bicycle and pedestrian user groups, and trucking) has been an integral part of the Arterial Plan development process. Regarding the typology and modal priorities development, Alameda CTC held two rounds of meetings, one in April and one in July 2015, and addressed over 600 comments received from these reviews.

In April 2015, the project team presented the draft typology framework and resulting roadway modal priorities to the stakeholders at the Alameda County Plan Technical Advisory Committee (TAC) and four planning area meetings. The framework and modal priorities were also presented to non-agency stakeholders at a separate meeting.

The project team provided the typology and roadway modal priority maps via an online GIS server to facilitate the review process that allowed stakeholders to focus and comment on particular roadway segments. Based on comments received from jurisdictions and stakeholders in April 2015, the project team presented an updated typology framework and modal priorities maps at the July 2015 Arterial Plan TAC meeting and received comments. The project team finalized the typology framework and modal priorities based on the extensive input received from jurisdictions and stakeholders from April through July 2015.

Typology Framework

The Arterial Plan's typology framework expands beyond evaluating roadway characteristics solely on volume throughputs by identifying the multimodal functions and characteristics of arterial roadways in the context of the roadways' adjacent land use, while ensuring a continuous Complete Streets Network on a county level. The Arterial Plan's typology framework provides jurisdictions with a technical basis for additional community outreach to develop and coordinate policies, strategies, and appropriate improvements for each arterial roadway to address the complete streets requirements. Attachments B and C present detailed descriptions of the three overlay components of the typology framework and describe how it informed development of modal priorities. Attachment B also presents the summary of stakeholder comments and Alameda CTC's responses.

For the Arterial Plan purposes, a broad local road network of 1,200 miles of major arterial and collectors across the county, called the "Study Network," was identified to carry out initial work related to data collection, analysis, and typology development and modal priority identification.

The typology framework consists of three key components or overlays: Land Use Context, Auto Overlay or Street Typology, and Multimodal Emphasis Overlay.

Land Use Context

The land use context defines the context of built and natural environments adjacent to an arterial roadway. It is based on the Association of Bay Area Governments priority development area place types and the Alameda Countywide Transportation Plan Sustainable Communities Strategy. The land use types are aggregated into three groups:

- Urban
- Suburban
- Industrial

Auto Overlay or Street Typology

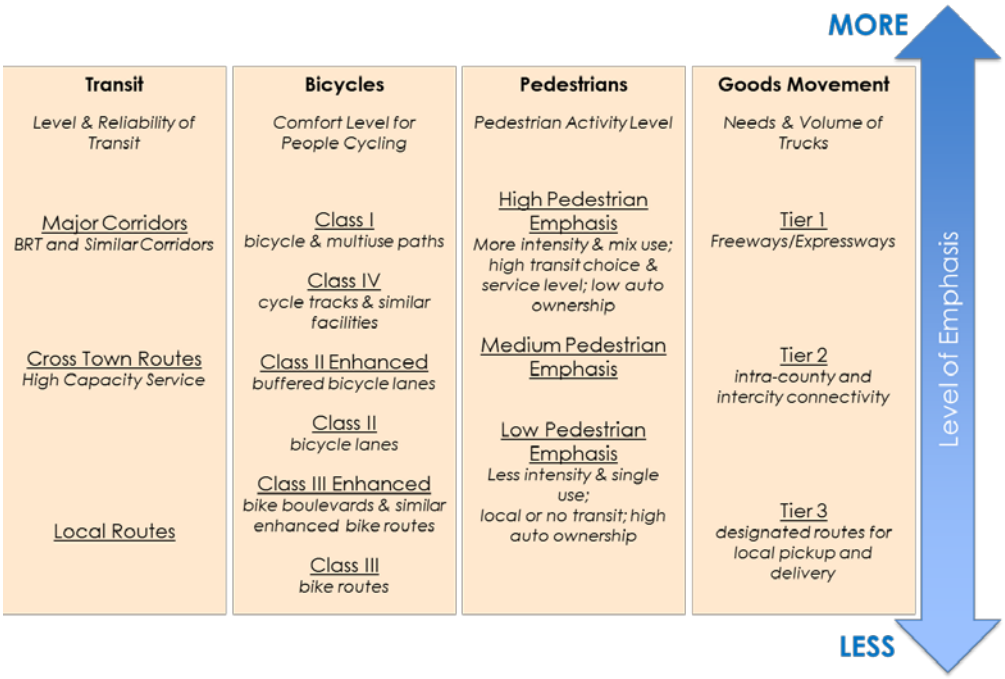
The auto overlay, or street typology, describes a roadway's mobility function and is based on traffic volumes and its role in carrying sub-regional or local traffic (trip length). The proposed street typology consists of the following four classification types:

- Throughway
- County Connector
- Community Connector
- Local Road

Multimodal Emphasis Overlays

Four multimodal transportation overlays add definition to the multimodal characteristics and function of the streets in the Study Network, which identifies roadway networks with varying levels of emphasis on specific transportation modes such as transit, bicycle, pedestrian, and goods movement, as illustrated in Figure 2.

Figure 2. Multimodal Overlays – Emphasis Matrix



Mapping of all these overlays was developed for the Arterial Plan's Study Network.

Modal Priorities

The typology framework uses modal priorities to balance multimodal needs on a roadway considering land use context—urban land use, suburban land use, and industrial land use (see Figure 3 on the next page). These modal priorities are derived by applying the auto, multimodal, and land use overlays to the Arterial Plan Study Network roadways. Modal priorities define how well each mode should perform on a given roadway and inform the roadway's needs assessment and recommended improvements based on the Arterial Plan's performance measures approved by the Commission in February 2015.

Attachment D presents a detailed description of how modal priorities were determined for the Study Network segments, which was closely reviewed by the stakeholders. While the typology framework identified Study Network segments' modal priorities, ultimately, jurisdictions had the opportunity to review these priorities and decide on their appropriateness for a given Study Network roadway.

Figure 3. Modal Priorities by Land Use Context

Urban Land Use Context Types
Associated Modal Emphasis
Transit
Pedestrian
Bicycle
Auto
Goods Movement/Truck

Suburban Land Use Context Types
Associated Modal Emphasis
Transit
Auto
Goods Movement/Truck
Bicycle
Pedestrian

Industrial Land Use Context Types
Associated Modal Emphasis
Transit
Goods Movement/Truck
Auto
Bicycle
Pedestrian

Next Steps

Based upon Commission approval of the typology and modal priority, the project team will complete the existing and future year (2020 and 2040) conditions, and develop a needs assessment of each mode based on the Study Network's modal priorities and the approved performance measures. The needs assessment will be presented in November. The project team will then recommend improvements for a core subset of the study network—the Arterials of Countywide Significance. Alameda CTC will review and discuss these with the jurisdictions and transit agencies in various meetings in late fall and bring them to the Commission for approval in January 2016.

Comments from Planning, Policy and Legislation Committee (PPLC)

PPLC considered this item at their meeting on October 12, 2015 and unanimously approved it. Based on comments received, staff will address paratransit regarding identification of short and long term improvements. Truck parking will be addressed in the Arterial Plan, in coordination with the Goods Movement Plan that identifies truck priority routes and addresses truck parking. Additionally, truck parking needs assessment and identified improvements along the local delivery routes (Tier 2 in Goods Movement Plan) will be discussed with the local jurisdictions to make sure that they are addressed to suit the local needs. Heavy duty paving on appropriate truck routes will be included in the cost estimation for proposed improvements. The next stages of the Arterial Plan work will address the modal conflict issues where improvements that support one mode will impact performance of other modes. Regarding comments on whether signal coordination along arterials is considered, the Plan includes an exclusive task on Intelligent Transportation Systems, which will look into all aspects of technology and coordination for multimodal traffic management and institutional coordination along the arterial corridors.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Arterial Plan Development Process and Three Milestones
B. Arterial Plan – Draft Final Arterial Street Typology and Modal Priority Comments and Responses

C. April 2015 Draft Typology Memorandum
D. April 2015 Draft Modal Priority Memorandum

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Saravana Suthanthira, Senior Transportation Planner

Daniel Wu, Assistant Transportation Planner

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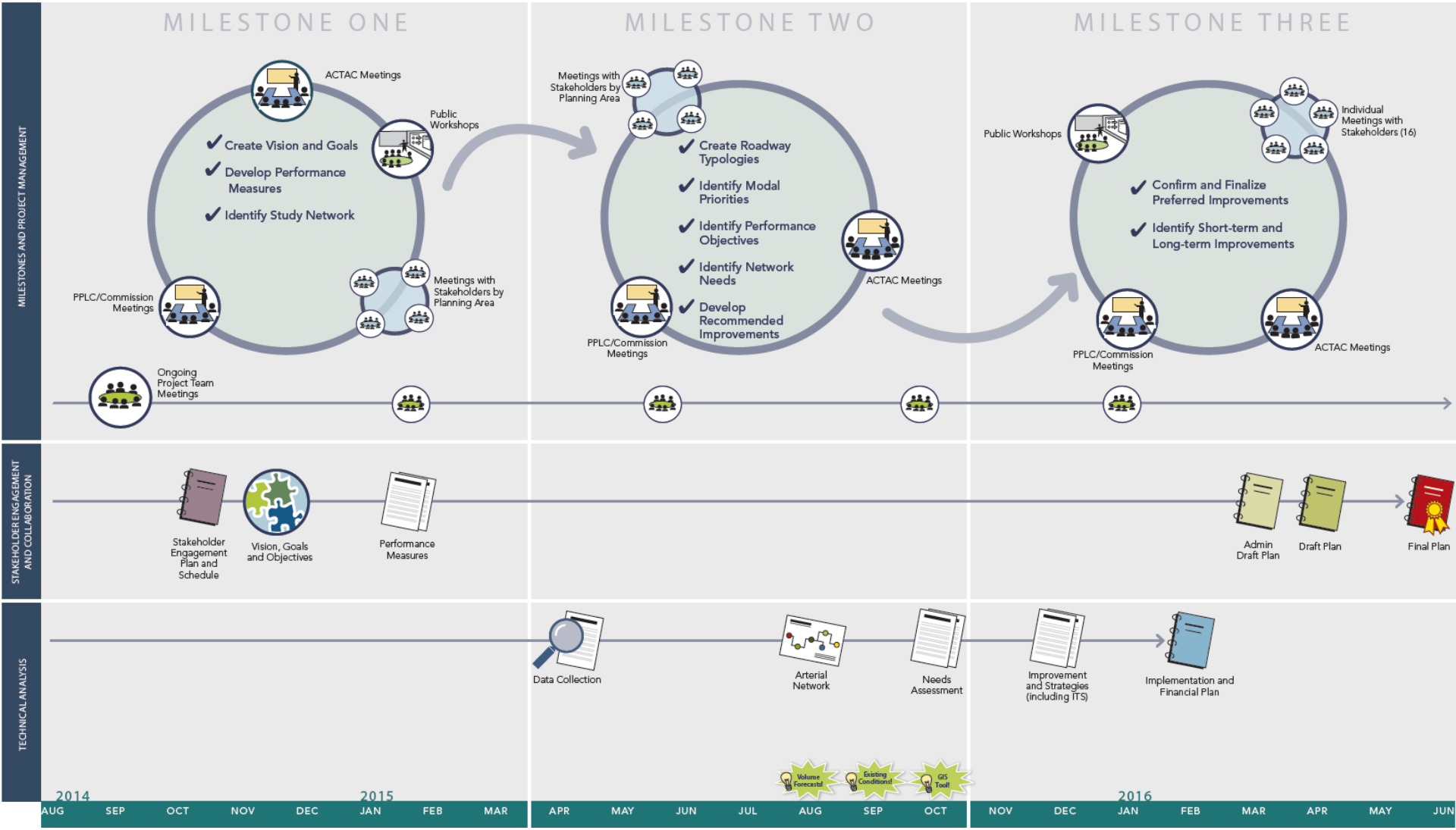
MAP Development Process Framework



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COMMUNITY DESIGN + ARCHITECTURE

Philip Erickson, Architect, AIA
Timothy Rood, AICP, LEED AP ND

MEMORANDUM

Date: September 16, 2015

To: Saravana Suthanthira, Alameda CTC

Cc: Matthew Ridgway and Francisco Martin, Fehr & Peers

From: Phil Erickson, Bharat Singh, and Warren Logan

Re: Alameda Countywide Multimodal Arterial Plan: Draft Final Arterial Street Typology and Modal Priority Comments and Responses

The Alameda CTC Multimodal Arterial Plan (MAP) is developing a street typology framework to enhance the traditional arterial-collector-local functional classification system with a system that recognizes the importance of land use context and all the transportation modes. The development of a Countywide typology framework is an unprecedented effort that identifies the characteristics of major streets across Alameda County. The MAP evaluates street performance as *multimodal complete streets*, and will suggest potential improvements to streets that do not adequately serve their multimodal function within the Countywide network.

In April 2015, a draft typology framework (Figure 1) was developed for the MAP Study Network, and applied to identify the modal priority for the Study Network segments. The three components of the typology framework are:

- **Land Use Context Types –** that define the context of built and natural environments that the streets pass through.
- **Base Street Types –** that are defined by their role in carrying sub-regional and local traffic along the '*Study Network's*[1] streets.
- **Multimodal Transportation Overlays –** that define the priority given to other transportation modes: transit, bicycle, pedestrian, and goods movement.

The typology framework and modal priority methodology were described in separate memos along with the mapping of street typology (land use types, street types, and multimodal overlays) and were first presented to ACTAC on April 9, 2015. These materials were distributed prior to Planning Area meetings taking place during the week of April 20, 2015 and at a meeting with non-agency stakeholders on April 20, 2015 for review and comment. Stakeholders also had an option to provide comments on the

[1] The *Study Network* consists of the arterials and collectors that are part of the California Road System (CRS) which was sent to all Alameda County jurisdictions for review, and to support data collection in December 2014.

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typology and modal priority directly on a GIS server in addition to separate comments by email. The first round review period ended May 15, 2015, revised land use context, base street type and multimodal transportation overlay maps were presented to PlanTAC on July 21, 2015 for review. The second round review period ended August 17, 2015. The first draft memos that were distributed to stakeholders for review and comment in April are provided in Appendices A1 and A2 to this memorandum.

This memorandum describes the comments received between April and August 2015, and updates made to the typology framework and modal priority in response to those comments. It first provides a high-level summary of the comments received and the approach adopted to addressing the comments and then describes the comments and responses by each component of the typology framework – land use context, base street type, modal overlays by mode (transit, bicycle, pedestrian, and goods movement). Finally, it describes the updated modal priority for the Study Network.

Typology

Comments were primarily received on the maps directly on the GIS server on the modal emphasis and priority and some comments were received via emails. Comments received well after the deadline have been addressed using the same approach, and changes have been incorporated into the mapping.

Overview of Comments

Many comments were received on the **land use layer** requesting change for certain areas of a jurisdiction. The land use data used for the typology task is based on a combination of Priority Development Area (PDA) place types and the land use types developed in close coordination with the local jurisdictions planning departments for the purposes of Plan Bay Area Sustainable Community Strategy (SCS) and used in the adopted *2012 Countywide Transportation Plan*. Therefore, the project team incorporated changes requested to the land use only if the change influences any of the modal emphasis, mainly pedestrian emphasis and left the land use for the other areas unchanged with the intent of generally maintaining consistency with the SCS land use adopted for the model.

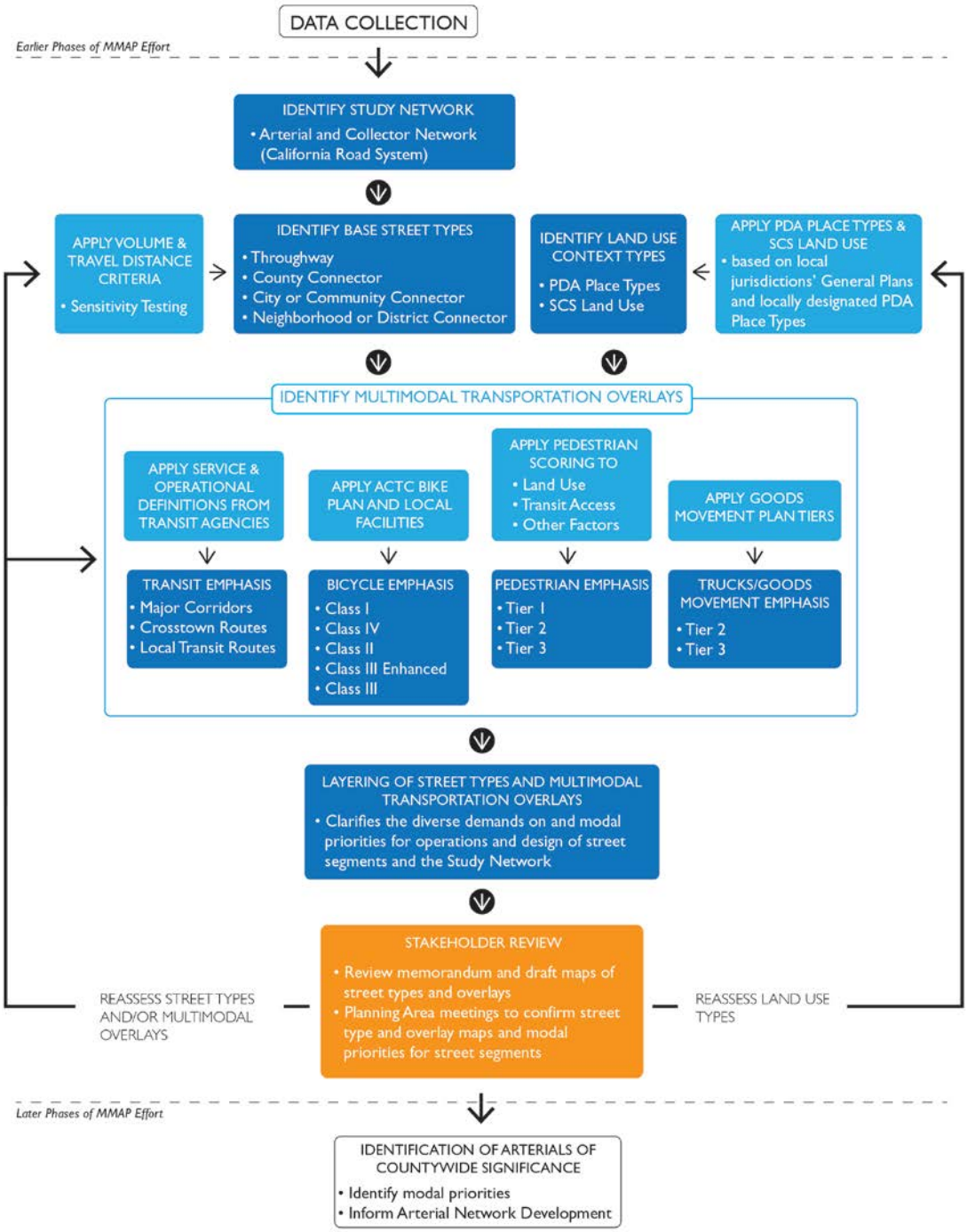
Comments on **street typology** focused on street types reflecting local priorities and sometimes to appropriately reflect the function of the street if the MAP methodology was not resulting in the street type that jurisdiction staff would expect given their local knowledge and experience. Most of these changes were incorporated.

Comments on **transit emphasis** include identifying new major corridors from transit agencies based on their respective Comprehensive Operations Analysis (COA) studies and also reflecting the transit corridor alternatives developed from the Countywide Transit Plan.

Comments on **bicycle emphasis** generally include providing information on built and planned bicycle facilities that were not in the draft data, as well as several regarding bicycle planning efforts that are in process and that will likely result in future changes to the bicycle network. Comments from several jurisdictions around the County regarding the initial draft typology mapping have also led to many refinements to the bicycle emphasis overlay.

Pedestrian emphasis comments generally related to jurisdictions desiring a higher level of emphasis on some downtown and mixed use commercial “main street” street segments, and as mentioned above, some land use comments were focused on areas where recently adopted land use policies are more oriented to pedestrian activity and providing transit-oriented development.

Figure 1: Multimodal Arterial Plan Typology Framework Process Diagram



Comments and Responses on Land Use Context

First Round Review Period (April – May 2015)

A key element of the typology framework defines the physical context of streets using land use types developed for the Alameda County Land Use Scenario approved through the 2012 Countywide Transportation Plan, this was then used as an input for the Plan Bay Area Sustainable Community Strategy (SCS).

Several jurisdictions have asked for revisions and updates to the land use mapping provided for review. For the purposes of the MMAP effort, the project team determined that if a requested land use change will not affect the resulting modal priorities for a street segment then land use change will not be made. For example:

- If a proposed land use does not shift the street segment from one land use context modal group to another (see Table 1 on page 10), the land use change will not be made; or
- If the parcel is relatively small (a street frontage of about 250 feet or less), the land use change will not be made because modal priorities should not change for such a small length of street frontage, given that a change in street design over this short of a distance is unlikely.

There are several large areas throughout the County where new land use plans have been adopted since land use mapping was developed during the *2012 Countywide Transportation Plan*:

- Fremont asked that the detailed land use designations for the Warm Springs Community Plan be used in the land use context type mapping for the MAP. But the detailed land uses are not necessary for the MAP typology and modal priority mapping, because land use for this area is defined by PDA place type, and the PDA place type is mapped correctly in the MAP land use context mapping.
- At the request of City of Alameda and Dublin, Alameda Point and Dublin Crossings respectively will be updated to the MAP land use type of Town Center Mixed Use, based on their PDA place types of Transit Town Center and Suburban Town Center respectively. They had been mapped according to their 2012 Countywide Transportation Plan Land Use Scenario designation of public lands.

Second Round Review Period (July – August 2015)

Albany and Emeryville staff provided comments on the land use context overlay during the second round review period:

- Albany provided the latest citywide zoning map to inform the land use context map; relevant changes were made to the land use context map.
- Emeryville requested the inclusion of Doyle Hollis Park to the land use context map, however, the park has less than 250-foot frontage on Hollis Street and will not affect the modal priority, therefore no change to the land use context map was made.

A revised map of land use context overlay is provided in Appendix B.

Comments and Responses on Street Typology

First Round Review Period (April – May 2015)

A range of specific comments about street typology has been provided by jurisdictions throughout the County. Most of these relate to changing a City or Neighborhood Connector street segment to County Connector, such as E. 14th Street in San Leandro and Alameda County, and Grant Line Road in the unincorporated East County. The majority of these changes were made to the street typology mapping. Some comments regard details of street function that the regional model does not fully reflect. For example, Livermore requested changing First Street to Neighborhood Connector from County Connector given the character and function of First Street as Downtown Livermore's main street and that Railroad Avenue provides parallel vehicle functionality as a County Connector. Similarly, Fremont has asked for classification of several streets in the downtown area that are not included in the Study Network. The Study Network is based on the California Roadway System classification, which was previously presented to stakeholders in December 2014 for review and comment, therefore additions to the Study Network will no longer be considered. Finally, a few jurisdictions requested that planned and funded streets in new development areas (e.g., Innovation Way in the Warm Springs area of Fremont) be included as part of the Study Network. Planned and funded roadways to be constructed in the future will be shown on future year maps, but will not be included as part of the Study Network. It is assumed that planned and funded new streets will be designed to the latest complete street standards; therefore, the Multimodal Arterial Plan will not evaluate these new street segments for future needs assessments. However, new street segments are included in the travel demand modal and considered in the development of future year (2020 and 2040) Study Network forecasts.

Second Round Review Period (July – August 2015)

Comments on the base street type overlay were not provided during the second round review period. A couple of first round comments were not adequately addressed within unincorporated Alameda County during the first round and were therefore addressed during the second round of updates (e.g., East Lewelling Boulevard was changed from Community Connector to County Connector).

A revised map of the base street type overlay is provided in Appendix C.

Comments and Responses on Transit Emphasis

First Round Review Period (April – May 2015)

Comments received on the transit emphasis overlay are:

- AC Transit requested additional roadway segments be designated as Major Corridors reflective of their COA study draft alternatives and the draft alternative corridors from the Alameda CTC Countywide Transit Plan. These have been marked as an alternative layer while keeping the initial modal priority in the base layer until the final future network or corridors are adopted, which is expected in October 2015. Keeping the alternative layer showing the new transit emphasis corridors serves two purposes –
    1. enables the project team to verify that the potential suggested improvements in the next steps do not adversely impact transit performance on these roadway segments identified in the final transit network; and
    2. to inform the jurisdictions on the potential modal emphasis change or added modal emphasis and help to initiate discussions between AC Transit and jurisdictions, as appropriate

- The City of Emeryville requested that Emery Go-Round service be added to the transit network and this has been done as discussed above.
- Several cities and LAVTA asked that transit service be located on segments of the network where it had not been indicated. These revisions have been made except for those routes that are not on the Study Network.

Second Round Review Period (July – August 2015)

AC Transit provided one comment on the transit emphasis overlay during the second round: assume that Solano Avenue between San Pablo Avenue and the Alameda in Albany is part of the transit major corridor network. In further discussions, AC Transit explained that although it is a major corridor, since no major transit supportive improvements can be made due to the constrained right-of-way, and therefore, they deferred the modal priority to the local jurisdiction, which was already included in the modal priority.

A revised map of the transit emphasis overlay is provided in Appendix D.

Comments and Responses on Bicycle Emphasis

First Round Review Period (April – May 2015)

Bicycle emphasis overlay was developed by reviewing the existing bicycle facilities, *2012 Countywide Bicycle Plan* and the four trail types[2]. The Countywide Bicycle Plan defines five categories of Countywide significance: inter-jurisdictional network, access to transit, access to central business districts, inter-jurisdictional trails, and access to *Communities of Concern.*

Comments from eight cities across the County regarding the initial draft typology mapping have also led to many refinements to the bicycle emphasis overlay. To a great degree, this is reflective of the rapid changes that have been occurring at a national level regarding the planning and design of bicycle facilities since the adoption of the Countywide Bicycle Plan in 2012. Piedmont has only recently adopted a bicycle plan, Berkeley is currently doing a major update to their bicycle plan, and Oakland requested comprehensive refinements to their network in anticipation of planned improvement projects, future improvement projects and updates to their bicycle plan. The majority of these refinements will be made by either adding or revising bicycle facilities on Study Network streets or by providing "markers" on non-Study Network streets that can be used to identify them as parallel facilities to Study Network streets during the development of design options. These updates were facilitated by several cities providing updated GIS data regarding bicycle improvements. Some requested refinements were about bike trails that are not part of the Study Network. These updates were not made, as they do not directly influence the Modal Priority approach described below.

Second Round Review Period (July – August 2015)

City of Emeryville provided several comments on the bicycle emphasis overlay, the majority of comments requested additions to the Study Network, these changes were not incorporated because additions to the Study Network are not currently being considered for reasons previously specified. Emeryville did however provide a citywide bike network GIS file, which was incorporated into the bicycle emphasis overlay for Study Network segments. In addition to changes in Emeryville, Kato Road

[2] SF Bay Trail, East Bay Greenway, Iron Horse Trail and Inter-jurisdictional Trails.

in Fremont changed from a Class III to a Class II facility and Enterprise Drive in Newark changed to a Class II facility.

A revised map of the bicycle emphasis overlay is provided in Appendix E.

Comments and Responses on Pedestrian Emphasis

First Round Review Period (April – May 2015)

The mapping for the Pedestrian Emphasis, unlike the other transportation modes, is node- or area-based, instead of street network-based as pedestrian activity is driven by proximity to various uses, destinations, or by living in transit-dependent communities. This includes pedestrian facilities and planning areas of Countywide significance as defined in the *2012 Countywide Pedestrian Plan*. These are areas where higher volumes of pedestrians exist or are expected, as well as locations where walking serves an important transportation function, such as access to transit or schools. Pedestrian emphasis also includes central business districts, activity centers, inter-jurisdictional trails, and access within "communities of concern" as defined in the Alameda CTC's Community-Based Transportation Plans.

Several cities have commented that they have pedestrian-oriented main streets or commercial districts that were not emphasized to the degree that they would expect or desire, and adjustments to the Pedestrian Emphasis overlay have been made to correct for these comments. Several cities had comments regarding the desire to increase pedestrian emphasis on certain street segments to reflect either community center or downtown pedestrian activity, or levels of pedestrian activity on particular commercial streets or districts. The majority of these revisions have been made. In addition, Oakland had comments related to broader conditions in the city and numerous commercial main streets or districts, and Berkeley commented about pedestrian activity adjacent to narrow PDA corridors. Oakland, as part of its Complete Streets Plan that is underway, has proposed a more comprehensive refinement of the pedestrian scoring method. It includes increasing the score for commercial mixed use zoning component that relate to their pedestrian-oriented main streets, as well as adjustments to some transit access component. It added additional pedestrian emphasis score for areas within an eighth-mile buffer around the commercial main street zones. This additional score reflects the higher levels of pedestrian activity in areas around main streets both from patrons parking adjacent to the main street and from local residents and employees walking to the services on the main streets, such as areas around Piedmont Avenue, College Avenue, 4th Street, and other streets. Considering the reasonableness of this additional step in scoring method, it was incorporated into the Pedestrian Scoring method for the MAP. Additionally, these changes reflect similar comments made by other cities for manual changes to streets in downtowns or commercial main streets.

Second Round Review Period (July – August 2015)

A couple of second round comments on the pedestrian emphasis overlay were provided by Albany and Newark. Changes requested by either City would require additions to the Study Network segmentation or result in changes that do not impact modal priority determinations, therefore no changes to the pedestrian emphasis overlay were made during the second round review period.

A revised map of the pedestrian emphasis overlay is provided in Appendix F.

Comments and Responses on Goods Movement Emphasis

First Round Review Period (April – May 2015)

This multimodal overlay is coordinated with the *Countywide Goods Movement Plan* that has defined three tiers of goods movement routes – Tier 1 (interstate highways), which is not included in the Arterial Plan; Tier 2(state highways); and Tier 3 (designated arterials and collectors).

Few cities had specific comments about adding or increasing the level of Goods Movement emphasis designations on specific street segments and the majority of these refinements have been made. Some comments were made regarding streets that are not part of the Study Network, and these changes were not made. There was also some confusion regarding the tier levels of the Goods Movement emphasis, in relation to federal and state truck route designations. The tiers used in the MAP work are those that have been determined by the Countywide Goods Movement Plan, and this emphasis does not include the word "truck" and instead only refers directly to "goods movement." The Goods Movement Plan consultant team is evaluating the following three-tier goods movement network:

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

Oakland had a general comment about the Goods Movement emphasis not aligning with where staff would expect to see more truck activity, and therefore had some methodological concerns. Following discussions with city staff, the general concerns were addressed and the result was changes in emphasis for specific street segments.

Second Round Review Period (July – August 2015)

Comments on the goods movement emphasis overlay were not provided by stakeholder agencies during the second round review period. The *Countywide Goods Movement Plan* consultant team did however add the following roadway segments to the three-tier goods movement network:

- Segments of Santa Rita Road and Valley Avenue in Pleasanton were added as Tier 3 routes.
- Segments of Industrial Parkway and Whipple Road in Hayward were added as Tier 3 routes.

The segments listed above were included in the goods movement emphasis overlay, a revised map is provided in Appendix G.

Modal Priority

First Round Review Period (April – May 2015)

As explained in the draft modal priority memorandum in Appendix A2, applying the base street types, land use context types, and multimodal overlays results in a nuanced set of modal priorities for street segments along the *Study Network*. Based on the comments received on the draft typology, the approach to identifying the modal priority remains unchanged except for the bicycle emphasis. However, many

specific comments were made to the identified modal priority reflecting the local priorities and local knowledge on the function of a particular street.

Regarding the modal priority approach, per recent legislative mandate (AB 1193 signed into law in September 2014) that added an additional class and provided emphasis for the protected bike lanes, enhanced class II and enhanced class III bicycle facilities that provide more protection for bicyclists over the other classes were also added to the highest emphasis for bicycles and have the same priority as Class I and IV. The redline changes to the modal priority approach are shown in Table 1 (on the following page) and the updated example on the following page shows the application of the revised modal priority on Mission Boulevard.

Regarding the specific modal priority changes for certain streets (segments), a majority of the comments have been incorporated by manually overwriting the draft modal priority list.

Second Round Review Period (July – August 2015)

Six jurisdictions (Alameda County, Albany, Dublin, Fremont, Newark and Oakland) requested modal priority changes during the second round review period and the majority of requested changes were made. The City of Oakland is in the process of developing their Citywide Complete Streets Plan and developed a separate methodology to identify modal priorities as part of that project. The modal priorities identified as part of the ongoing citywide plan were incorporated into the Countywide Multimodal Arterial Plan for the Study Network..

The attached (Appendix I) maps show the updated top modal priority for the Study Network. All maps presented in this memo, including the full modal priority list map, can be viewed online via the Fehr & Peers GIS Server site, access instructions are provided below:

- http://gis.fehrandpeers.com/AlamedaCTC/Typology/
- Username: AlamedaCMAP
- Password: fpgis_Alameda

A summary of complete stakeholder comments received on the modal priority methodology and the consultant team's responses were distributed to the stakeholders.

Table 1 MAP Modal Priorities – Specific		
Column 1	**Column 2**	**Column 3**
Land Use Context Types ▪ Downtown Mixed Use ▪ Town Center Mixed Use ▪ Corridor/Neighborhood Mixed Use ▪ Education/Public/Semi-Public ▪ Parks	**Land Use Context Types** ▪ Mixed Use ▪ Commercial ▪ Residential ▪ Rural/Open Space ▪ Other/Unknown	**Land Use Context Types** ▪ Industrial
Associated Modal Priorities 1. Transit: Major Corridors 2. Pedestrian: Tier 1 3. Bicycle: Class I, enhanced Class II, enhanced Class III or Class IV 4. Auto: Throughway 5. Goods Movement: Tier 2 6. Transit: Crosstown Routes 7. Pedestrian: Tier 2 8. Bicycle: Class II 9. Auto: County Connector 10. Pedestrian: Tier 3 11. Bicycle Class III 12. Transit: Local Routes 13. Goods Movement: Tier 3 14. Auto: Community Connector 15. Auto: Neighborhood Connector	**Associated Modal Priorities** 1. Transit: Major Corridors 2. Auto: Throughway 3. Goods Movement: Tier 2 4. Bicycle: Class I, enhanced Class II or enhanced Class III or Class IV 5. Pedestrian: Tier 1 6. Transit: Crosstown Routes 7. Auto: County Connector 8. Goods Movement: Tier 3 9. Bicycle: Class II 10. Pedestrian: Tier 2 11. Auto: Community Connector 12. Bicycle Class III 13. Pedestrian: Tier 3 14. Transit: Local Routes 15. Auto: Neighborhood Connector	**Associated Modal Priorities** 1. Transit: Major Corridors 2. Goods Movement: Tier 2 3. Auto: Throughway 4. Bicycle: Class I, enhanced Class II, enhanced Class III or Class IV 5. Pedestrian: Tier 1 6. Transit: Crosstown Routes 7. Goods Movement: Tier 3 8. Auto: County Connector 9. Bicycle: Class II 10. Pedestrian: Tier 2 11. Auto: Community Connector 12. Bicycle Class III 13. Pedestrian: Tier 3 14. Transit: Local Routes 15. Auto: Neighborhood Connector

The following illustrates an example of determining modal priority for a street segment, Mission Boulevard from Driscoll Road to I-680

Land use Context = Residential, Education, and Commercial (see column 2 of Table 2)

1.	Is it a Transit Major Corridor?	NO	
2.	Is it a Throughway?	YES	1st priority – Auto
3.	Is it part of the Tier 2 Goods Movement network?	YES	2nd priority – Truck
4.	Is it a Class I or Class IV Bicycle facility?	NO	
5.	Is it a part of the Pedestrian Tier 1 network?	NO	
6.	Is it a Transit Crosstown Route?	NO	
7.	Is it a County Connector?	NA	
8.	Is it part of the Tier 3 Goods Movement network?	NA	
9.	Is it a Class II Bicycle facility?	YES	3rd priority - Bicycle
10.	Is it part of the Tier 2 Pedestrian network?	NO	
11.	Is it a Community Connector?	NA	

12. Is it a Class III or Class III Enhanced Bicycle facility	NA	
13. Is it part of the Tier 3 Pedestrian network?	NO	
14. Is it a Transit Local Route?	YES	4th priority - Transit
15. Is it a Neighborhood Connector?	NA	
16. Does it have no Pedestrian emphasis?	YES	5th priority - Pedestrian

Next Steps

This memorandum describes how the project team had categorized the *Study Network* streets by land use context types, street types, and multimodal overlays, and reflects the first feedback loop of stakeholder review and comment as illustrated in Figure 2. The typology framework and initial mapping of the typologies and modal priorities were presented to the stakeholders for review in April – ACTAC on April 9, 2015; Planning Area meetings during April 20-22, 2015; and non-agency stakeholder meeting on April 20, 2015. The second draft mapping set of the typologies and modal priorities were presented to stakeholders for review at the PlanTAC meeting on July 21, 2015

This memorandum summarizes those comments that were incorporated into the final typology framework for the Study Network. The consultant team and Alameda CTC staff will present the typology framework and maps for final approval at the October 2015 ACTAC, PPLC and Commission meetings.

The typology for the MAP will inform the modal priority for the *Study Network* segments, which in turn will lead to identifying the modal needs on the *Study Network* in combination with the Performance Objectives.

Attachments:

Appendix A1 – April 2015 Draft Typology Memorandum – Attached to the October 2015 PPLC Memorandum as Attachment C.
Appendix A2 - April 2015 Draft Modal Priority Memorandum - Attached to the October 2015 PPLC Memorandum as Attachment D.
Appendix B – Updated Draft Land Use Context Type Maps
Appendix C – Updated Draft Base Street Type Maps
Appendix D – Updated Draft Transit Emphasis Maps
Appendix E – Updated Draft Bicycle Emphasis Maps
Appendix F – Updated Draft Pedestrian Emphasis Maps
Appendix G – Updated Draft Goods Movement Network Maps
Appendix H – Updated Draft Modal Priority Maps

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COMMUNITY DESIGN + ARCHITECTURE

Philip Erickson, Architect, AIA
Timothy Rood, AICP, LEED AP ND

MEMORANDUM

Date: April 15, 2015

To: Saravana Suthanthira, Alameda CTC

Cc: Matthew Ridgway and Francisco Martin, Fehr & Peers

From: Phil Erickson, Bharat Singh, and Warren Logan

Re: Alameda CTC Countywide Multimodal Arterial Plan: Draft Arterial Street Typology Framework Concepts

The Alameda CTC Multimodal Arterial Plan (MMAP) is developing a street typology framework to enhance the traditional arterial-collector-local functional classification system with a system that recognizes the importance of land use context and all the transportation modes. The development of a countywide typology framework is an unprecedented effort that identifies the characteristics of major streets across Alameda County. The MMAP will evaluate street performance as *multimodal complete streets*, and suggest potential improvements to streets that do not adequately serve their multimodal function within the countywide network.

Alameda CTC defines multimodal complete streets and their benefits as—

> Streets that are designed, built and maintained to be safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, users and operators of public transit, seniors, and children.
>
> Streets that are built for all users have multiple benefits, including increased safety, improved air quality through the reduction of auto traffic, improved health through increased physical activity, and greater cost effectiveness.[1]

Jurisdictions such as Alameda, Emeryville and Fremont have developed similar street typology systems unique to these communities' General Plans or Specific Plans. Alameda CTC's typology framework will consider these jurisdictions' adopted typology systems, and ensure that they nest within the MMAP street typology framework. Similarly, the typology framework is expected to inform or provide a base for any future effort to develop street typologies by other local jurisdictions in Alameda County as a part of their implementation of their complete streets policies.

Introduction

Definition of the MMAP Typology Framework

This memorandum describes the street typology framework for the MMAP. The typology framework consists of three components: a set of land use context types, a set of base street types defined by vehicular functionality, and a set of multimodal emphasis overlays.

[1] From the Alameda CTC's Complete Streets web page: http://www.alamedactc.org/app_pages/view/8563

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www.community-design.com

The following are characteristics that street typology address, and therefore are the key components of the typology framework:

- **Land Use Context Types –** These define the context of built and natural environments that the streets pass through. Land use types have a relationship to specific street cross section elements, such as parking and loading lanes, and the desired width and use of different zones of the sidewalk.

- **Base Street Types –** Base street types are defined by their role in carrying sub-regional and local traffic along the *Study Network's*[2] streets. If a street is serving a high volume of vehicles that are traveling a longer distance, through movement is likely more important to those driving along the street than access to local destinations.

- **Multimodal Transportation Overlays –** While the base street types focus primarily on vehicular function, overlays define the priority given to other transportation modes: transit, bicycle, pedestrian, and goods movement. The multimodal transportation overlays identify levels of multimodal emphasis for segments of the *Study Network*.

At a minimum, all street segments will have a land use context and a street type, and some will have one or more multimodal transportation overlays. A map of the *Study Network* streets and the PDA place types and SCS land use is provided in Appendix B to illustrate the relationship between land use context and the network.

Further detail about how the land use and street types and multimodal overlays were determined, and examples of streets throughout Alameda County are described in this memorandum, along with mapping in appendices.

How the Typology Framework will be used in the MMAP effort

Traditional functional classification - the arterial, collector, and local functional classification system - is based only on vehicular mobility and access characteristics and fails to consider other street characteristics. Typologies diversify the consideration of the street to include land use context and other modes. For the MMAP, street typologies and multimodal overlays will inform modal priorities of each street. The street types and multimodal overlays will also help identify *arterials of countywide significance* that make upthe *Arterial Network*[3].

This process is illustrated in Figure 1. Data collected from local jurisdictions, the ACTC Countywide model, MTC, ABAG, transit agencies, and other sources were used to identify land use context and base street types and to develop the multimodal overlays. This information is used to define the multimodal demands of the network and determine the modal priorities of each segment of the countywide network. Modal priorities are discussed further in a forthcoming memorandum.

The typology framework will not only inform modal priorities, but in subsequent phases of the MMAP effort, it will be critical for defining desirable street design attributes, particularly using the land use

[2] The *Study Network* consists of the arterials and collectors that are part of the California Road System (CRS) which was sent to all Alameda County jurisdictions for review, and to support data collection in December 2014.
[3] The *Arterial Network* is a subset of the *Study Network* consisting of those streets which satisfy the criteria for countywide significance that have been defined in a separate MMAP memorandum.

context. For example, a pedestrian priority street along a commercial corridor would have a wider desired sidewalk than a pedestrian priority street in a residential corridor. Thus, street typologies are a critical component of the MMAP development, as a particular street segment's land use type, street type, and multimodal overlays will directly inform the design solutions.

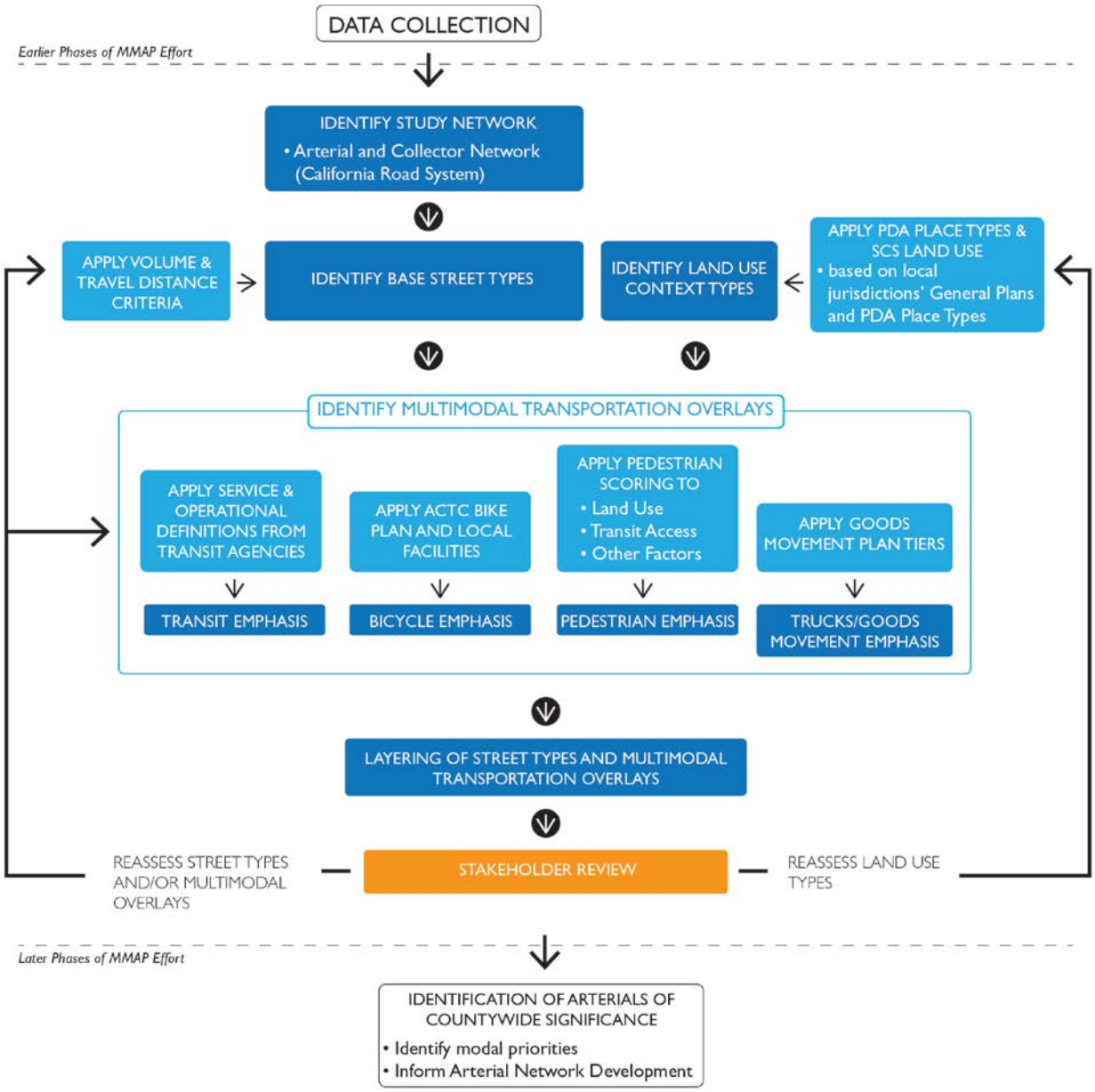

Figure 1: Multimodal Arterial Plan Typology Framework Process Diagram

A series of initial maps of the land use types, street types, and multimodal overlays were presented to ACTAC on April 9, 2015 and will be distributed prior to Planning Area meetings taking place during the week of April 20, 2015. A description of the methodologies used in generating the various mappings is included in the detailed discussion of the land use types, street types, and multimodal overlays. In

addition, jurisdictions will be given access to the online GIS Server maintained by Fehr & Peers to review the typology mapping and provide comments as necessary.

Land Use Context Types

A key element of the typology framework is the land use context types, which define the physical context of streets. The land use types relate to desired design and operational characteristics, such as a priority for on-street parking and loading and a wider sidewalk frontage zone for window shopping and outdoor seating where the land use context is more intensive commercial or mixed use. The land use types are defined by a combination of Priority Development Area (PDA) place types and the land use types developed for the Alameda County version of the Plan Bay Area Sustainable Community Strategy (SCS), which was used in the adopted *2012 Countywide Transportation Plan*. Both intensity and mix of land use are important to consider in terms of defining context for major streets because the context has a relationship to the mix of transportation modes and the priorities amongst modes. For example, industrial warehousing areas tend to have lower pedestrian activity and high levels of goods movement, while intensive mixed use areas have a mix of modes with an emphasis on pedestrian and transit activity. In addition, land use context affects specific street cross section elements, such as parking and loading lanes and the desired width and use of the sidewalk. Two types of land use classifications provide the starting point for developing land use context types for the MMAP:

ABAG - PDA place types defined by ABAG that exist in Alameda County[4]:

- **Regional Center –** PDAs located in the most urbanized centers of the region's major cities, and are assumed under Plan Bay Area to accommodate high volumes of housing growth in the coming decades. ABAG suggests density ranges of 75-300 dwelling units per acre for housing and a 5.0 floor area ratio for employment.
- **City Center –** PDAs in already-established secondary cities in the Bay Area. ABAG suggests density ranges of 50-150 dwelling units per acre for housing and a 2.5 floor area ratio for employment.
- **Suburban Center –**PDAs with mixed-use character surrounding existing or planned transit stations, and typically have densities similar to City Centers but featuring more recent development. ABAG suggests density ranges of 35-100 dwelling units per acre for housing and a 4.0 floor area ratio for employment.
- **Transit Town Center –** PDAs with mixed-use areas that offer relatively robust transit services within urban areas, but serve a more localized population of residents and workers, rather than attracting significant patronage from beyond the local area. ABAG suggests density ranges of 20-75 dwelling units per acre for housing and a 2.0 floor area ratio for employment.
- **Urban Neighborhood –** PDAs with moderate- to high-density residential uses that also feature supportive retail and employment centers, rather than being primarily commercial areas. Transit is present but not necessarily a focal point of the neighborhoods. ABAG suggests density ranges of 40-100 dwelling units per acre for housing and a 1.0 floor area ratio for employment.
- **Transit Neighborhood –** PDAs that are primarily residential areas, well served by transit, but with existing low- to moderate densities. ABAG suggests density ranges of 20-50 dwelling units per acre for housing and a 1.0 floor area ratio for employment.
- **Mixed-Use Corridor** –linear PDAs served by transit lines, and typically feature commercial development extended along a major surface roadway with residential neighborhoods flanking

[4] PDA place type definitions are from PDA Readiness Assessment Final Report, 3/29/13.

these commercial strips. ABAG suggests density ranges of 25-60 dwelling units per acre for housing and a 2.0 floor area ratio for employment.

Alameda CTC SCS Land Use Types – These are the land use types developed in the SCS process that were part of the Alameda CTC's 2012 *Countywide Transportation Plan.* The land use types were developed in coordination with the local jurisdictions and are based on the jurisdictions' general plan designations. The land use types are:

- Mixed Use (Commercial & Industrial)
- Mixed Use (Commercial & Residential)
- Commercial
- Industrial
- Education/Public/Semi-Public
- Residential
- Parks/Open Space
- Rural Residential & Open Space
- Agriculture/Resource Extraction
- Other/Unknown

The PDA place type designations and the SCS land use types have been combined into a set of 11 land use types for the MMAP street typology system, as illustrated in Table 1. These were determined by considering which combinations of land use and density affect the function and design of the streets.

Table 1
MMAP Land Use Context Types

MMAP Land Use Types	Related PDA Place Types	Related SCS Land Use Designations
Downtown Mixed Use	▪ Regional Center ▪ City Center	▪ Mixed Use: Commercial & Industrial ▪ Mixed Use: Commercial & Residential ▪ Commercial ▪ Industrial ▪ Education/Public/Semi-Public ▪ Residential
Town Center Mixed Use	▪ Suburban Town Center ▪ Transit Town Center	▪ Mixed Use: Commercial & Industrial ▪ Mixed Use: Commercial & Residential ▪ Commercial ▪ Industrial ▪ Education/Public/Semi-Public ▪ Residential ▪ Agriculture/Resource Extraction
Corridor/Neighborhood Mixed Use	▪ Urban Neighborhood ▪ Transit Neighborhood ▪ Mixed-Use Corridor	▪ Mixed Use: Commercial & Industrial ▪ Mixed Use: Commercial & Residential ▪ Commercial ▪ Industrial ▪ Education/Public/Semi-Public ▪ Residential ▪ Agriculture/Resource Extraction
Mixed Use	N.A.	▪ Mixed Use: Commercial & Residential
Commercial	N.A.	▪ Commercial ▪ Mixed Use: Commercial & Industrial
Industrial	N.A.	▪ Industrial
Education/Public/Semi-Public	▪ All except City Center	▪ Education/Public/Semi-Public
Residential	N.A.	▪ Residential
Parks	▪ All	▪ Parks/Open Space

Table 1 MMAP Land Use Context Types		
MMAP Land Use Types	**Related PDA Place Types**	**Related SCS Land Use Designations**
Rural/Open Space	N.A.	▪ Rural Residential & Open Space ▪ Agriculture/Resource Extraction
Other/Unknown	N.A.	▪ Other/Unknown

A map of the *Study Network* overlaid on the land use context types is provided in Appendix B.

Base Street Types

The base street types define a streets' vehicular mobility and access functions. Table 2 outlines the functions and characteristics of the proposed *Base Street Types* and the expected degree to which each street type will be included in the MMAP *Arterial Network* as arterials of countywide significance. The final prioritized improvements for MMAP will focus on improvements to the *Arterial Network*.

The proposed base street type system consists of the following four classification types based on vehicular mobility functions:

1. *Throughway*
2. *County Connector*
3. *City* or *Community Connector*
4. *Neighborhood* or *District Connector*

This framework is similar to the street types developed by various cities in and outside of Alameda County. The City of Alameda's *General Plan* defines major streets as: Regional Arterial, Island Arterial, Transitional Arterial, Island Collector, and Transitional Collector. Another example is the Urban Corridor street types in Fremont's *Warm Springs/South Fremont Community Plan*, which are a combination of the three MMAP connector typologies as shown in Table 2. Fremont's *City Center Community Plan's* regional mobility corridors align with the MMAP's county connectors as shown in Table 2. The MMAP's street type system is also similar to the system used in the update to the City of Pasadena's *Mobility Element*, which defines the city's major streets as: *Connector City* and *Connector Neighborhood*.

Street Type Criteria

A set of planning area maps showing the initial network by applying the proposed *Base Street Types* is provided in Appendix C. Base street types are determined using two sets of criteria shown in Table 2, collectively called *Vehicular Mobility Criteria:*

- **Traffic volume measured by Average Daily Traffic (ADT).** An ADT threshold of 10,000 was used countywide to identify throughways and county connectors. The rationale for this volume threshold is that for a street with 10,000 ADT, typical peaking characteristics would result in it carrying between 800 and 1,200 vehicles during the peak hour of traffic (assuming 8 to 12 percent of daily trips occur in the peak hour) and about 480 to 720 peak hour, peak direction trips (assuming a 60/40 directional split). From a capacity perspective, a simple two-lane local or collector street could carry this volume, and therefore any street with a volume lower than 10,000 ADT would not meet the functional characteristics for being a throughway or county connector.
- **Travel distance** data generated by the Alameda Countywide Travel Demand Model for base year conditions is being used to identify street segments that meet the criteria listed in the table.

Sensitivity Analysis of Street Type Criteria

A sensitivity analysis was undertaken to determine the travel distance thresholds that are appropriate for the various street types. The analysis looked at applying various combinations of ADT volumes and percent trips by travel distance, and the results were reviewed for reasonableness to finalize the suitable thresholds for these criteria. For example, for *Throughways*, a combination of ADT volumes and percent trips by travel distance was selected to exclude any obvious *Neighborhood Connectors* or *City Connectors* while still resulting in a reasonable network of streets. The criteria for North and Central Alameda County are different than those for South and East County because the network connectivity and density of these areas differ. Because of the generally lower density and more dispersed land use patterns, and less interconnected street networks, the percentage of trips threshold is higher for South and East County as compared with North and Central County. Therefore, a higher percentage of longer distance trips generally occurs on collectors and arterials in the South and East County.

One issue that the sensitivity analysis and initial mapping of the street types has highlighted is that some streets that parallel freeways (e.g., Frontage Road parallel to I-80, Lewelling Boulevard parallel to I-238, and Pleasanton-Sunol Road parallel to I-680) are used as "reliever routes" when freeways are congested; as evidenced by observation of traffic patterns and driver behavior. Some of these parallel streets may be designated as throughways because of the traffic volume (ADT) criteria, but this may not be a desired function for the streets. This is something to address as the MMAP study proceeds and stakeholders are reviewing the initial mapping.

Table 2 Typology Framework Summary and Criteria				
Base Street Type	**Base Functions and Characteristics**	**Vehicular Mobility Criteria**	**Expected Extent Street Type included in Arterial Network[1]**	**Examples**
Throughway	Primarily high speed, with at-grade intersections, little direct relationship to surrounding context, and in some cases segments of streets connecting to a freeway with a good portion of trips crossing through multiple cities.	**Countywide:** at least 10,000 ADT **South & East County:** at least 55% of total volume traveling 8+ miles **North & Central County:** at least 50% of total volume traveling 8+ miles	Part of Arterial Network	Portions of Hegenberger Road in Oakland, Hesperian Boulevard in Alameda County, and Stanley Boulevard in Pleasanton and Livermore.
County Connector	Generally moderate speed with a good portion of trips crossing through multiple cities/communities, and segments of streets connecting to a freeway. This will also be applied to multiuse and pedestrian trails that connect to adjacent counties.[2]	**Countywide:** at least 10,000 ADT **South & East County:** at least 50% of total volume traveling 6+ miles **North & Central County:** at least 45% of total volume traveling 6+ miles	Part of Arterial Network	Ashby Avenue in Berkeley, Washington Avenue in San Leandro, A Street in Hayward, Alvarado-Niles Road in Union City, Santa Rita Road in Pleasanton, and South Vasco Road in Livermore.
City or Community Connector	Streets and trails with a good portion of trips made by those traveling across a city/community or to an adjacent city/community. [2]	**Countywide:** at least 50% of total volume traveling 4+ miles	Many will be part of the Arterial Network	Colusa Avenue in Albany and Berkeley, Tilden Way in Alameda, Fruitvale Avenue in Oakland, and Central Parkway in Dublin.
Neighborhood or District Connector	Streets and trails where most trips by those traveling across a neighborhood/district and to an adjacent neighborhood / district.	**Countywide:** at least 50% of total volume traveling less than 4 miles	Many will not be part of the Arterial Network	Portions of Solano Avenue in Albany and Berkeley, Encinal Avenue in Alameda, portions of Logan Drive in Fremont, and Rosewood Drive in Pleasanton.

Notes:
1. Criteria for countywide significance that makes a street part of the *Arterial Network* are defined in a separate memorandum. The *Arterial Network* is a subset of the *Study Network*.
2. Trails will be mapped when the *Arterial Network* is developed.

Multimodal Transportation Overlays

Four multimodal transportation overlays are used to provide additional definition to the multimodal characteristics and function of the streets in the *Study Network*. The overlays are used in combination with the base street types and land use context types to define street segments with respect to the vehicular function, multimodal emphases, and land use context. The combined definition of street segments will be used to establish modal priorities that define the design and operational needs of the street; this is discussed further in a forthcoming memorandum on modal priorities.

At a minimum, all street segments will have a land use context type and a street type, and some will have one or multiple transportation overlays. The multimodal transportation overlays indicate if particular modes should have an emphasis in the function and design of a particular street segment, and include transit, bicycle, pedestrian, and truck route/goods movement emphases.

Transit Emphasis

The transit emphasis overlay will be used to identify transit priority street segments in addition to being part of the selection criteria for arterials of countywide significance for inclusion in the *Arterial Network*. Transit emphasis categories have been defined by the transit providers and consist of three tiers:

- **Major Corridors** for bus rapid transit (BRT) either with or without dedicated lanes as identified by AC Transit's "Priority Corridors," and Wheels Tri-Valley Rapid. These corridors will be part of the *Arterial Network*.
- **Crosstown Routes** for other high capacity transit service as identified by AC Transit as their "Cross Town" routes, and potential for similar routes to be identified by LAVTA and Union City Transit.
- **Local Routes** for other bus transit service on segments of the *Study Network* for AC Transit, LAVTA Wheels, and Union City Transit.

Maps of the proposed transit emphasis overlay are provided in Appendix D. MMAP transit overlay will coordinate with the proposed transit network from the *Countywide Transit Plan*, to the extent feasible from a timing standpoint. When the Transit Plan network becomes available, the MMAP transit overlay will be reviewed and adjusted if the network is available prior to the review of *Arterial Network* cross section recommendations. Similarly, AC Transit is preparing an updated Comprehensive Operational Analysis (COA) which could restructure some routes. To the extent that information from the COA and other studies that transit agencies may have underway is available within time to be incorporated into the MMAP (late spring), adjustment may be made to the transit emphasis overlay.

Bicycle Emphasis

Bicycle emphasis is developed by reviewing the existing bicycle facilities, *2012 Countywide Bicycle Plan* and the four trail types[5]. The Bicycle Plan defines five categories of countywide significance: inter-jurisdictional network, access to transit, access to central business districts, inter-jurisdictional trails, and access to *Communities of Concern*. This includes existing and planned bicycle facilities on streets that are part of the *Study Network*, as well as some facilities that are on parallel non-*Study Network* streets or multiuse paths that serve significant connectivity functions. For example, some communities in Alameda

[5] SF Bay Trail, East Bay Greenway, Iron Horse Trail and Inter-jurisdictional Trails.

County currently focus on placing primary bicycle facilities on non-arterial streets (e.g., Berkeley and Hayward).

The bicycle overlay types are shown below, from highest to lowest bicycle emphasis:

- Class I – bicycle and multiuse paths
- Class IV[6] – cycle tracks and similar protected bicycle facilities
- Class II – bicycle lanes, buffered bicycle lanes, and green bicycle lanes
- Class III enhanced – bike boulevards and similar enhanced bike routes
- Class III – bike routes, shared use arrows, shoulders, and curb lanes

A map of the bicycle emphasis overlay is provided in Appendix E.

Pedestrian Emphasis

The mapping for the Pedestrian Emphasis, unlike the other transportation modes, is node- or area-based, instead of street network-based as pedestrian activity is driven by proximity to various uses, destinations, or by living in public transit-dependent communities. This includes pedestrian facilities and planning areas of countywide significance as defined in the *2012 Countywide Pedestrian Plan*. These are areas where higher volumes of pedestrians exist or are expected, as well as locations where walking serves an important transportation function, such as access to transit or schools. Pedestrian emphasis also includes central business districts, activity centers, inter-jurisdictional trails, and access within "communities of concern" as defined in the Alameda CTC's Community-Based Transportation Plans. Portions of the *Study Network* that are not within the areas described above, but are within PDAs, have a lower level of pedestrian emphasis. A map of the pedestrian emphasis overlay is provided in Appendix F.

There are three levels of pedestrian emphasis designated by pedestrian priority "scoring," which combines scores given to street segments based on the following characteristics:

- **Priority Development Area (PDA) Place Type –** Each PDA type within the County was given a score with Regional Centers scoring the highest, and Suburban Centers scoring the lowest.
- **Commercial and Mixed Use Areas –** Commercial and Mixed Use areas as identified from the ABAG standardized Local Jurisdiction General Plan data. These were scored with downtown or city center and other mixed use types scoring higher than predominantly single use type commercial areas.
- **Census Tracts identified as Communities of Concern per MTC Equity Analysis –** Census tracts in the County were scored by MTC on eight categories wherein tracts over the score of 4 are considered as a Community of Concern. For mapping purposes, tracts with a MTC score of 6 are scored higher for pedestrian emphasis than ones with MTC scores between 4 and 6.
- **Employment Growth Opportunity Areas identified in ACTC 2012 CTP –** These areas were given an additional score.
- **Proximity to BART/ACE/Capitol Corridor stations –** half mile and quarter mile distances are scored.
- **Half-mile buffer off AC Transit's priority corridor –** half mile and quarter mile distances are scored.

[6] Class IV bike facilities is a new category that includes facilities that provide a higher level of cyclist separation from traffic than class II facilities.

- **Half-mile buffers around LAVTA Rapid stops –** half mile and quarter mile distances are scored.
- **Quarter mile buffers around local bus stops –** quarter mile distance is scored.
- **Quarter mile buffers around activity & education centers, and parks –** quarter mile distance is scored.

Appendix A provides the methodology for how these scores combine and the thresholds to determine the three levels of pedestrian emphasis:

- Tier 1: High Pedestrian Score
- Tier 2: Medium Pedestrian Score
- Tier 3: Low Pedestrian Score

The three levels of pedestrian emphasis define increasing levels of improvement to the pedestrian environment[7].

Truck Routes/Goods Movement Emphasis

This multimodal overlay is coordinated with the *Countywide Goods Movement Plan* that has initially defined three tiers of truck routes[8] (a map of the truck emphasis overlay is provided in Appendix G).

- Tier 1 consists of interstate and state highways that carry the majority of through truck traffic in the county; note this tier is listed for reference but *it is only designated to freeways and is not designated to any street segments that are part of the Study Network.*
- Tier 2 consists of state highways and designated arterial streets that provide intra-county and intercity connectivity.
- Tier 3 routes are designated arterials and collectors used for local truck traffic.

Next Steps

This memorandum describes how the project team had categorized the *Study Network* roadways by land use context types, street types, and multimodal overlays. This process and the feedback loop of stakeholder review and comment is illustrated in Figure 2. This typology framework and initial mapping of the typologies are being presented to the stakeholders for review in April – ACTAC on April 9, 2015; Planning Area meetings during April 20-22, 2015; and non-agency stakeholder meeting on April 20, 2015. Comments will be incorporated and the final typology addressing comments received will be presented for approval in June or July.

The typology for the MMAP is expected to inform the modal priority for the *Study Network* segments, which in turn will lead to identifying the modal needs on the *Study Network* in combination with the Performance Objectives. A separate memorandum on modal priorities will be presented at the Planning Area meetings.

[7] All streets should satisfy Americans with Disabilities Act (ADA) requirements and guidance.
[8] See the Alameda County Goods Movement Plan, Draft Technical Memorandum for Task 3c – Identify Gaps, Needs, Issues, and Deficiencies, pages 2-5 and 2-6.

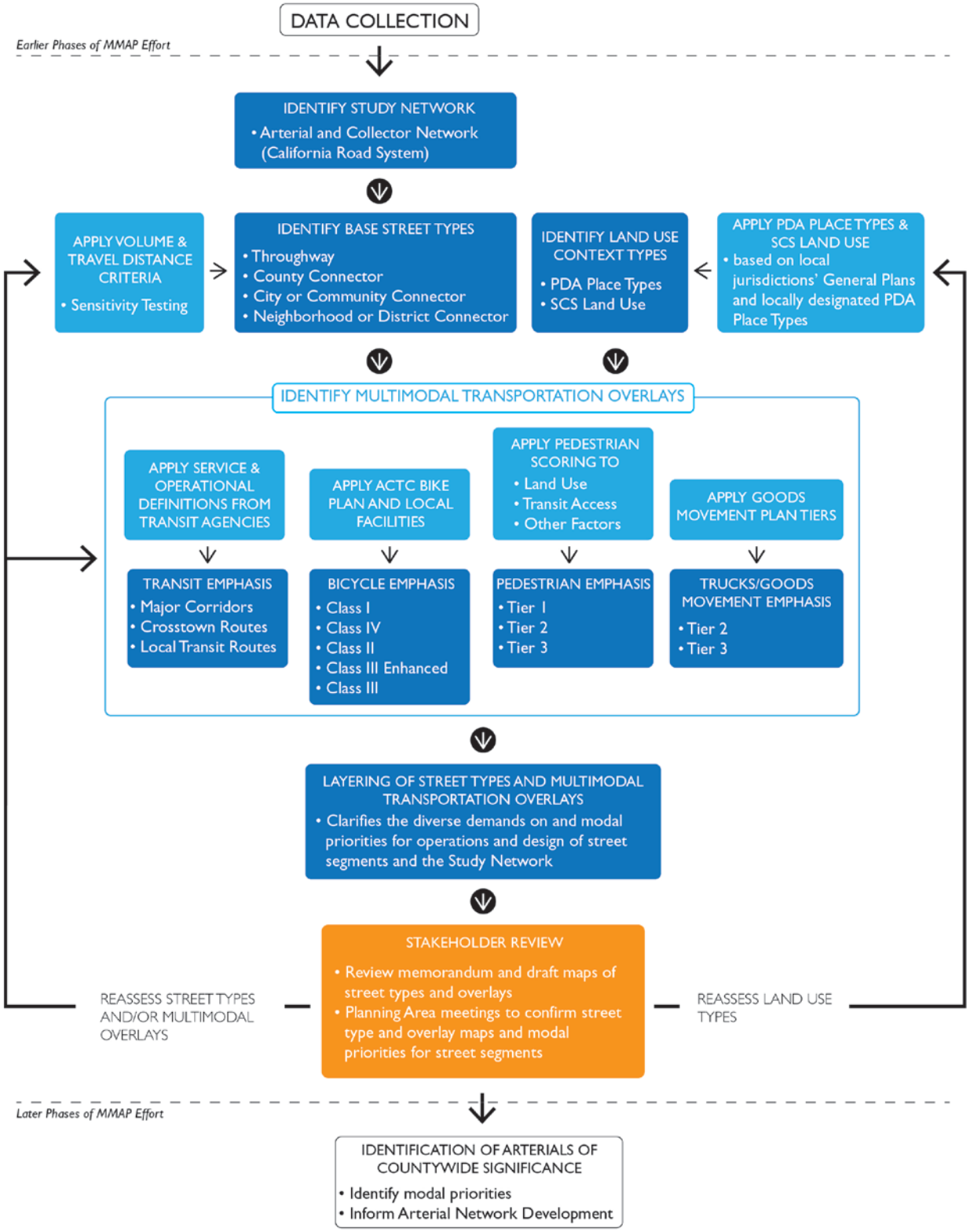

Figure 2: Multimodal Arterial Plan Typology Framework Detailed Process Diagram

APPENDIX A: Pedestrian Emphasis Scoring Methodology

The Pedestrian emphasis scoring was performed by layering the categories listed in Table 4 through GIS mapping. The overlaying individual scores were summed to create a pedestrian emphasis intensity map of the combined layers scores. Maps in Appendix F show the gradation of these scores.

The Transit scores range from .25 to 2 points based upon the existing and planned transit capacity on those routes. Hence, BART Stations, AC Transit Priority and LAVTA Rapid corridors have higher scores than local routes. Locations where multiple transit facilities overlap have higher cumulative scores.

The Land Use/Demographic category scoring is more variable, ranging from .25 to 4 points depending upon the characteristic being scored. This breadth of scoring occurs, because this category includes factors such as intensity of uses, high activity destinations, and demographic profiles through the scoring of MTC's *Community of Concern* assessment. Land use scoring includes PDA typologies with the highest score assigned to the highest PDA intensity type, a score of 4 for Regional Center. Many of the PDAs contain several types of high-activity uses (commercial and mixed use areas as defined in jurisdictions' general plans); therefore, those areas were assigned additional scores (ranging from .25 to 1) based upon the intended intensity of those specific uses. This additional scoring allows for gradation of pedestrian emphasis of streets within large PDAs. Areas identified as future employment zones in the County's RTP were given one point to highlight activity centers that aren't necessarily within transit corridors or PDAs, but would have a need for pedestrian improvements. Points were given to educational, cultural and government offices areas, as they bring additional pedestrian activity from employees, users, and visitors. Lastly, census tracts identified as Communities of Concern under the MTC equity analysis were scored (1 to 1.5) based upon whether more than four of the demographic factors identified in the MTC analysis were met. Tracts that met more than 6 factors were scored half a point higher.

Across categories, the scoring was scaled to relative expected level of pedestrian activity. For example, BART stations typically have a high level of pedestrian activity around them and a scored a 2. But those in city centers generally have even higher levels of activity, so a PDA place type score of 4 for a Regional Center or 3 for a City Center was added to the BART score. The relatively higher scoring for the PDA designation compared to the BART score is reflective of the pedestrian activity that occurs in these centers regardless of how a person travels to and from the center, such as an employee walking to get lunch or run errands.

Table 4: Pedestrian Priority Scores

PEDESTRIAN PRIORITY MEASURE		SCORE
TRANSIT (range of 0.25 to 2 point scores)		
1.	**BART STATIONS**	
	.25 Miles	2
	.5 Miles	1
2.	**ACE STATIONS**	
	.25 Miles	0.75
	.5 Miles	0.5
3.	**AMTRAK CAPITOL CORRIDOR**	
	.25 Miles	0.75
	.5 Miles	0.5
4.	**AC TRANSIT PRIORITY CORRIDOR**	
	.25 Miles	2
	.5 Miles	1
5.	**LAVTA CORRIDOR**	
	.25 Miles	1.75
	.5 Miles	0.75
6.	**LOCAL BUS STOPS (AC/LAVTA/UCT)**	
	0.125 Miles	0.5
	.25 Miles	0.25
LAND USE/DEMOGRAPHIC (range of 0.25 to 4 point scores)		
7.	**PRIORITY DEVELOPMENT AREAS**	
	Regional Center	4
	City Center	3
	Suburban Center	2
	Transit Town Center	1.5
	Urban Neighborhood	1
	Transit Neighborhood	0.75
	Mixed Use Corridor	1
8.	**EMPLOYMENT GOWTH OPPORTUNITY AREAS**	**1**
9.	**COMMUNITIES OF CONCERN**	
	below 6	**1**
	6 and above	1.5
10.	**ACTIVITY CENTERS**	
	.25 Miles	0.25
11.	**LAND USE**	
	ALAMEDA	
	101 - Business Park or Office	0.25
	101 - Community Commercial	0.25
	101 - Island Auto Movie or Mariner Square	0.5
	101 - Neighborhood Business or Northern Waterfront	0.5
	ALAMEDA COUNTY	
	199 - Mixed Use	0.5
	ALBANY	
	102 - Community Commercial	0.5
	102 - General Commercial	0.25
	102 - Research	0.25
	102 - Commercial/Service/Light Industrial	0.25
	102 - Medium Density Res./Recreational/Comm'l	0.5
	102 - Planned Res./Commercial or Res./Commercial	0.5
	BERKELEY	
	103 - Avenue or Neighborhood Commercial	0.5
	103 - Downtown	1
	103 - Manufacturing Mixed Use	0.25
	CASTRO VALLEY	
	116 - GeneralRetail Commercial	0.25
	116 - Office	0.25
	116 - Restaurants & Entertainment	0.5
	116 - Mixed Use	0.5
	CHERRYLAND	
	117 - General Commercial	0.25
	117 - San Lorenzo Village	0.5
	117 - Light Industrial and Research & Development/Office	0.25
	117 - General Comm'l or Medium/ High Density Res.	0.5
	117 - General Comm'l/Low-Medium Density Res. allowed	0.25
	117 - General Comm'l/Medium & High Density Res. allowed	0.5
	117 - General Comm'l/Medium Density Res. allowed	0.5
	117 - High Density Res/General Commercial allowed	0.5
	117 - Low-Medium Density Res/General Commercial	0.25
	DUBLIN	
	104 - Campus Office	0.25
	104 - General or Neighborhood Commercial	0.25
	104 - General Commercial/Campus Office	0.5
	104 - Retail/Office	0.5
	104 - Retail/Office and Automotive	0.25
	104 - Mixed Use	0.5
	FREMONT	
	106 - Central Business District	1
	106 - Community or Office Commercial	0.25
	106 - Neighborhood Commercial	0.5
	106 - Mixed Use-Neighborhood Commercial (Res. 15-18 d/a)	0.25
	106 - Mixed Use-Neighborhood Commercial (Res. 18-23 d/a)	0.5
	106 - Mixed Use-Neighborhood Commercial (Res. 23-27 d/a)	1
	106 - Mixed Use-Neighborhood Commercial (Res. 27-35 d/a)	1
	HAYWARD	
	107 - City Center - Retail and Office Commercial	1
	107 - General Commercial	0.25
	107 - Retail and Office Commercial	0.5
	107 - Commercial/High Density Residential	1
	LIVERMORE	
	108 - Community Serving General Commercial	0.25
	108 - Neighborhood Commercial	0.5
	108 - Office Commercial	0.25
	108 - Mixed Use-Downtown Area SP	1
	108 - Mixed Use-Neighborhood Medium Density	0.5
	108 - Mixed Use-Neighborhood Low Density	0.25
	NEWARK	
	109 - Community or General Commercial	0.25
	109 - Neighborhood Commercial	0.5
	109 - Office Commercial	0.25
	109 - Regional or Specialty Commercial	0.25
	OAKLAND	
	110 - Business Mix	0.5
	110 - Central Business District	1
	110 - Community Commercial	0.25
	110 – Neighbor'd Ctr. Mixed Use or Hsg./Business Mix	0.5
	PLEASANTON	
	112 – Comm'l and Office (Retail/Highway/Service/Professional)	0.25
	112 - Business Park (Industrial/Commercial and Office)	0.25
	SAN LEANDRO	
	113 - General Commercial or Office	0.25
	113 - Neighborhood Commercial or Corridor Mixed Use	0.5
	113 - Downtown Mixed Use	1
	UNION CITY	
	114 - Office Commercial or R&D Campus	0.25
	114 - Retail Commercial	0.25
	114 - Station Mixed-Use Commercial	1

MEMORANDUM

Date: April 16, 2015

To: Saravana Suthanthira, Alameda CTC

Cc: Matthew Ridgway and Francisco Martin, Fehr & Peers

From: Phil Erickson, Bharat Singh, and Warren Logan

Re: Alameda CTC Countywide Multimodal Arterial Plan (MMAP): Draft Modal Priority Approach

COMMUNITY DESIGN + ARCHITECTURE

Philip Erickson, Architect, AIA
Timothy Rood, AICP, LEED AP ND

The memorandum below presents information on how typologies inform modal priorities. Typologies are presented in the *Alameda CTC Countywide Multimodal Arterial Plan: Draft Arterial Street Typology Framework Concepts* memorandum (April 15, 2015). Together, these documents describe a technical process for using area character (land use context), street vehicular function (base street type), and modal networks (multimodal overlays) identified from on-going or recent plans (Alameda Countywide Transit, Goods Movement, Bicycle and Pedestrian Plans) to derive modal priorities for specific street segments. As this study progresses, there will be opportunities to adjust these recommendations:

- Consistent with the Vision statement, the Alameda Countywide Multimodal Arterial Plan will be sensitive to local context. If the technically generated modal priorities are inconsistent with local values, they will be modified in consultation with the local agencies.
- While the land use context includes information on aspirational (long term vision) land uses (SCS, PDAs, etc.), the base street types derive from current functions. To the extent that local agencies have aspirations to change the function of streets, the Multimodal Arterial Plan can reflect aspirations for the 2040 planning horizon.
- For analysis purposes, the Study Network is segmented based on CMP segmentation, PDA boundaries, changes in street cross-section and other reasons. Network analysis will be conducted after recommended improvements are generated to assure that segment-level improvements assemble into continuous and connected networks that supports system efficiency. Continuity analysis will include a review of user experience such that the comfort of bicycle improvements is consistent over the length of a corridor and transit improvements knit together into a cohesive/consistent alignment.
- Ultimately, the most important part of the MMAP will be a set of recommendations that enhance multimodal mobility in Alameda County while meeting the MMAP's goals; and doing this through an efficient investment strategy. Capital and operating cost estimates will be used in combination with other performance measures to prioritize those improvements that provide the greatest cost-benefit ratio.

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Land use context types and base street types of the MMAP's street typology framework inform the modal priority for streets. For example, the throughway street type has the highest level of auto mobility emphasis in most land use contexts. But a throughway in a Downtown Mixed Use land use context will prioritize pedestrians, bicycles, and transit because of the intensity of activity for these modes in the dense mixed use environment of a downtown.

Multimodal transportation overlays that represent priority networks for specific modes – transit, bicycle, pedestrian and goods movement, modify modal priorities. Applying the street types, land use context types, and multimodal overlays results in a nuanced set of modal priorities for street segments in the *Study Network*. Considering the above points, to facilitate the process of identifying modal priority, three types of priority order were developed based on the land use context as shown in Table 1.

Table 1
MMAP Modal Priorities – General

Land Use Context Types ▪ Downtown Mixed Use ▪ Town Center Mixed Use ▪ Corridor/Neighborhood Mixed Use ▪ Education/Public/Semi-Public ▪ Parks	**Land Use Context Types** ▪ Mixed Use ▪ Commercial ▪ Residential ▪ Rural/Open Space ▪ Other/Unknown	**Land Use Context Types** ▪ Industrial
Associated Modal Priorities 1. Transit 2. Pedestrian 3. Bicycle 4. Auto 5. Goods Movement/Truck	**Associated Modal Priorities** 1. Transit 2. Auto 3. Goods Movement/Truck 4. Bicycle 5. Pedestrian	**Associated Modal Priorities** 1. Transit 2. Goods Movement/Truck 3. Auto 4. Bicycle 5. Pedestrian

This order iterates through the first highest order facilities for each mode; then the next highest order, and third highest order. For example, for transit, the highest order facilities are the Major Transit Corridors and the second highest are the Crosstown routes. This approach intends to balance autos as the dominant form of transportation in Alameda County with State, regional and local policies related to reducing greenhouse gas emissions that focus on directing local development to creates and enhances activity nodes that support transit, walking and bicycling. It also provides an implementation tool for continuous and connected multimodal networks to facilitate travel by all modes. Table 2 displays the resulting priorities.

Table 2 MMAP Modal Priorities – Specific		
Column 1	**Column 2**	**Column 3**
Land Use Context Types ▪ Downtown Mixed Use ▪ Town Center Mixed Use ▪ Corridor/Neighborhood Mixed Use ▪ Education/Public/Semi-Public ▪ Parks	**Land Use Context Types** ▪ Mixed Use ▪ Commercial ▪ Residential ▪ Rural/Open Space ▪ Other/Unknown	**Land Use Context Types** ▪ Industrial
Associated Modal Priorities 1. Transit: Major Corridors 2. Pedestrian: Tier 1 3. Bicycle: Class I or Class IV 4. Auto: Throughway 5. Goods Movement: Tier 2 6. Transit: Crosstown Routes 7. Pedestrian: Tier 2 8. Bicycle: Class II 9. Auto: County Connector 10. Pedestrian: Tier 3 11. Bicycle Class III or Class III Enhanced 12. Transit: Local Routes 13. Goods Movement: Tier 3 14. Auto: Community Connector 15. Auto: Neighborhood Connector	**Associated Modal Priorities** 1. Transit: Major Corridors 2. Auto: Throughway 3. Goods Movement: Tier 2 4. Bicycle: Class I or Class IV 5. Pedestrian: Tier 1 6. Transit: Crosstown Routes 7. Auto: County Connector 8. Goods Movement: Tier 3 9. Bicycle: Class II 10. Pedestrian: Tier 2 11. Auto: Community Connector 12. Bicycle Class III or Class III Enhanced 13. Pedestrian: Tier 3 14. Transit: Local Routes 15. Auto: Neighborhood Connector	**Associated Modal Priorities** 1. Transit: Major Corridors 2. Goods Movement: Tier 2 3. Auto: Throughway 4. Bicycle: Class I or Class IV 5. Pedestrian: Tier 1 6. Transit: Crosstown Routes 7. Goods Movement: Tier 3 8. Auto: County Connector 9. Bicycle: Class II 10. Pedestrian: Tier 2 11. Auto: Community Connector 12. Bicycle Class III or Class III Enhanced 13. Pedestrian: Tier 3 14. Transit: Local Routes 15. Auto: Neighborhood Connector

By way of example, Table 3 highlights some example streets by Planning Area, listing their land use context and base street types, and multimodal transportation overlays. The final column shows their modal priorities (in ranked order). Walking through the first example – Hegenberger Road, the stepwise process proceeds as follows:

Hegenberger Road from San Leandro Street to International Boulevard

Land use Context = Town Center Mixed Use (see column 1 of Table 2)

1.	Is it a Transit Major Corridor?	NO	
2.	Is it a part of the Pedestrian Tier 1 network?	NO	
3.	Is it a Class I or Class IV Bicycle facility?	NO	
4.	Is it a Throughway?	YES	1st priority – Auto
5.	Is it part of the Tier 2 Goods Movement network?	NO	
6.	Is it a Transit Crosstown Route?	YES	2nd priority - Transit
7.	Is it part of the Tier 2 Pedestrian network?	YES	3rd priority - Pedestrian
8.	Is it a Class II Bicycle facility?	YES	4th priority - Bicycle

9. Is it a County Connector?	NA	
10. Is it part of the Tier 2 Pedestrian network?	NA	
11. Is it a Class III or Class III Enhanced Bicycle facility	NA	
12. Is it a Transit Local Route?	NA	
13. Is it part of the Tier 3 Goods Movement network?	YES	5th priority – Truck
14. Is it a Community Connector?	NA	
15. Is it a Neighborhood Connector?	NA	

NA (not applicable) occurs when a question relates to a mode that is a priority based on a prior question. As an example, the response to "Is it a County Connector?" - a question that could result in the facility being designated as auto priority- is NA because the facility was already designated as auto priority from the question – "Is it a Throughway?"

In a few cases, the land use context of a segment includes categories within multiple columns of Table 2, such as with Foothill Boulevard between Castro Valley Boulevard and Grove Way. In these cases, the predominant land use contexts are used. In the case of Foothill Boulevard, column 2 of Table 2 is used as the predominant land uses are Mixed Use and Residential.

Table 3 Example Streets with Street Type and Overlay Designations								
Planning Area	Street Segment	Land Use Context Overlay	Street Type	Transit Overlay	Bicycle Overlay	Pedestrian Overlay	Truck Overlay	Modal Priority (in order)
NORTH COUNTY	**Hegenberger Rd** *(San Leandro St to International Blvd)*	Town Center Mixed Use	**Throughway**	Crosstown	Class II	***Tier 2 - (4.1-9.0 score)*** ▪ Transit Town Center PDA. ▪ Partially within 1/2 mile of BART station. ▪ Partially within 1/2 mile of ACT Priority Corridor. ▪ Partially within 1/2 mile of Capitol Corridor station. ▪ Community of Concern Tract.	Tier 3	Auto Transit Pedestrian Bicycle Truck
	Telegraph Ave *(40th to 51st St)*	Corridor/ Neighborhood Mixed Use	**Neighborhood Connector**	Major Corridor	Class II	***Tier 2 - (4.1-9.0 score)*** ▪ Neighborhood Mixed Use PDA ▪ On AC Transit Priority Corridor. ▪ Within 1/4 mile of local bus stops. ▪ Community of Concern Tract.	None	Transit Bicycle Pedestrian Auto Truck
	Sacramento St *(Dwight Way to Ashby Ave)*	Commercial and Residential	**Neighborhood Connector**	Crosstown	None	***Tier 3 - (1.1-4.0 score)*** ▪ Within 1/2 Mile of ACT Priority Corridor. ▪ Within 1/4 mile of local bus stops. ▪ Community of Concern Tract.	None	Transit Pedestrian Auto Bicycle Truck

Table 3 Example Streets with Street Type and Overlay Designations								
Planning Area	**Street Segment**	**Land Use Context Overlay**	**Street Type**	**Transit Overlay**	**Bicycle Overlay**	**Pedestrian Overlay**	**Truck Overlay**	**Modal Priority (in order)**
CENTRAL COUNTY	**Foothill Blvd** *(Castro Valley Blvd to Grove Way)*	Mix-use (Comm. & Res.) and Residential	**Throughway**	Local (on part of segment)	None	***Tier 3 - (1.1-4.0 score)*** ▪ Within 1/2 Mile of ACT Priority Corridor. ▪ Partially within 1/4 mile of local bus stops	Tier 2	Auto Truck Pedestrian Transit Bicycle
	D Street *(Mission Blvd to 1st Street)*	Town Center Mixed Use	**Neighborhood Connector**	Local (on part of segment)	Class II	***Tier 1 - (>9.0 score)*** ▪ City Center PDA. ▪ Within 1/4 mile of ACT Priority Corridor. ▪ Within 1/4 mile of BART station. ▪ Community of Concern Tract.	None	Pedestrian Bicycle Transit Auto Truck
	Watkins St *(A St to B St)*	Town Center Mixed Use	**Neighborhood Connector**	Local	None	***Tier 1 - (>9.0 score)*** ▪ City Center PDA. ▪ Within 1/4 mile of ACT Priority Corridor. ▪ Within 1/4 mile of BART station. ▪ Community of Concern Tract.	None	Pedestrian Transit Auto Bicycle Truck

Table 3 Example Streets with Street Type and Overlay Designations								
Planning Area	**Street Segment**	**Land Use Context Overlay**	**Street Type**	**Transit Overlay**	**Bicycle Overlay**	**Pedestrian Overlay**	**Truck Overlay**	**Modal Priority (in order)**
SOUTH COUNTY	**Mission Blvd** *(Driscoll Rd to I-680)*	Residential, Education, and Commercial	**Throughway**	Local	Class II	***Pedestrian Emphasis not considered***	Tier 2	Auto Truck Bicycle Transit Pedestrian
	Thornton Ave *(Paseo Padre Parkway to Fremont Ave)*	Corridor/ Neighborhood Mixed Use	**Community Connector**	Local	Class II	***Tier 2- (4.1-9.0 score)*** ▪ Transit Neighborhood PDA. ▪ On ACT Priority Corridor. ▪ Partially within 1/2 mile of Capitol Corridor/ACE station	Tier 3	Pedestrian Bicycle Transit Truck Auto
	Fremont Blvd *(Nicolet Ave to Thornton Ave)*	Corridor/ Neighborhood Mixed Use	**County Connector**	Major Corridor	Class II	***Tier 2- (4.1-9.0 score)*** ▪ Transit Neighborhood PDA. ▪ On ACT Priority Corridor. ▪ Partially within 1/2 mile of Capitol Corridor/ACE station.	None	Transit Auto Pedestrian Bicycle Truck

Table 3 Example Streets with Street Type and Overlay Designations								
Planning Area	Street Segment	Land Use Context Overlay	Street Type	Transit Overlay	Bicycle Overlay	Pedestrian Overlay	Truck Overlay	Modal Priority (in order)
EAST COUNTY	**Stanley Blvd** *(Bernal Ave to Isabel St)*	Rural/Open Space	**Throughway**	None	Class II	***Pedestrian Emphasis not considered***	Tier 2	Auto Truck Bicycle Pedestrian Transit
	Dublin Blvd *(Arnold Rd to Hacienda Dr)*	Commercial	**County Connector**	Major Corridor	Class II	***Tier 3 - (1.1-4.0 score)*** ▪ On LAVTA Rapid Corridor. ▪ Within Commercial Land use	Tier 3	Transit Auto Truck Bicycle Pedestrian
	Central Pkwy *(Grafton St to Lockhart St)*	Mixed Use	**Community Connector**	None	Class II	***Tier 3 - (1.1-4.0 score)*** ▪ Within 1/2 Mile of LAVTA Rapid stops. ▪ Suburban PDA.	None	Auto Bicycle Pedestrian Truck Transit

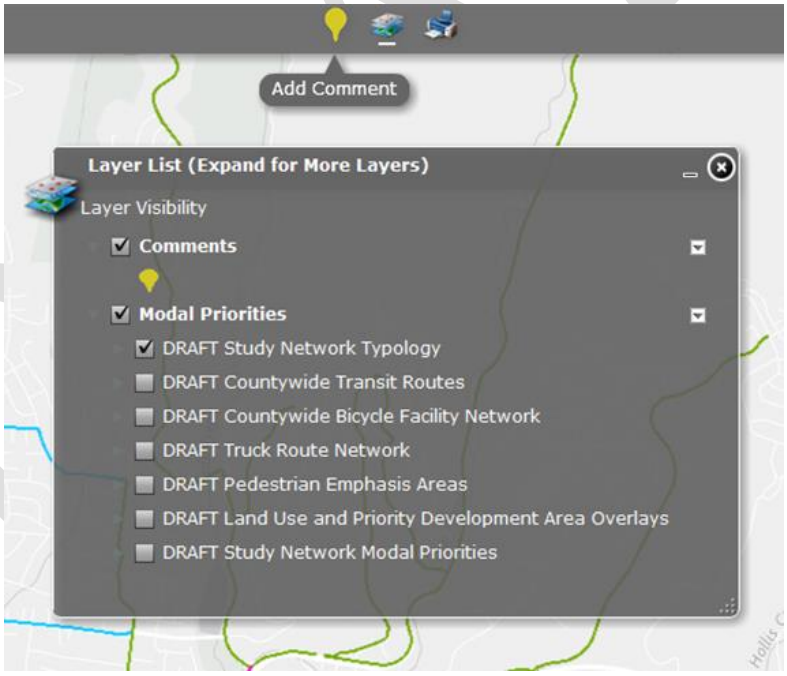
Next Steps

Local jurisdictions are requested to review the technically derived modal priorities applying the process explained in this memorandum and provide comments. Comments can be made on any of the underlying analyses elements (land use context types, base street types and multimodal overlays), which will influence the technically derived modal priorities.. There are data layers available for each of these elements and each layer contains a function allowing comments to be added. The segmentation of the GIS network may be more fine-grained than is necessary for comments, in which case agency staff should comment on any segment with a note about the limits to which the comment applies. As an example, a comment from the City of Oakland on the first segment in Table 3 – Hegenberger Road between San Leandro Street and International Boulevard – could potentially note that the comment applies to the segment between Foothill/Macarthur Boulevard and I-880 rather than the smaller segment of San Leandro Street to International Boulevard contained within.

All typology, modal overlays, and modal priority maps are available for review online via the Fehr & Peers GIS Server. Access the maps by going to the following link:

- http://gis.fehrandpeers.com/AlamedaCTC/Typology
- Username: AlamedaCMAP
- Password: fpgis_Alameda

To view specific maps, turn on the appropriate GIS data layer by clicking the box as shown in the screen capture below.



To add a comment, ensure that the comment layer is turned on and click on the yellow "Add Comment" icon at the top of the screen, then click on the roadway segment you wish to comment on and type your comments in the provided text box. Please include your name and agency in the comment field.

Comments Due

We request that your review and comments of proposed modal priorities be completed by May 8, 2015. If you have any issues accessing the GIS Server site, please contact Francisco Martin at 510-587-9422.

DATE:	October 15, 2015
SUBJECT:	Affordable Student Transit Pass Program Update: Approval of Professional Services Agreement R16-0003
RECOMMENDATION:	Approve and authorize the Executive Director to execute Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to provide services for the development of a pilot for the Affordable Student Transit Pass program.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Affordable Student Transit Pass Program included in the 2014 voter-approved Transportation Expenditure Plan. This pilot program proposes to expand transit access opportunities to schools by testing different models of possible student transit pass programs for middle and high school students in Alameda County. The programs developed will need to serve and/or address students throughout the geographically different areas of the County. Students at participating middle and high schools will receive transit passes or other means of obtaining free or low cost access to transit services, which the students may use for transport to and from school and jobs or other afterschool activities during the project period.

The model programs will be evaluated for effectiveness, and successful models will be implemented throughout the County in middle and high schools. The initial student transit pass program will run for approximately three years. Different models will be tested to address the differences in geography, transit service availability, and economic needs in different areas of the County. The aim of the initial model programs is to gather data to determine success factors for implementing a program for all middle and high school students in Alameda County. The program may eventually be expanded to include additional youth, based on input from program stakeholders and Alameda CTC.

The Alameda CTC selection process to procure consultant services for the Affordable Student Transit Pass pilot program and developmental phase of the project began with Commission approval to release the request for proposals. Proposals were received from 2 of firms, and an independent selection panel composed of representatives from BART, AC Transit, Wheels/LAVTA, Alameda County and Alameda CTC reviewed the proposals. Interviews were conducted on September 30, 2015, and at the conclusion of the evaluation process, Alameda CTC selected Nelson\Nygaard Consulting Associates, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. for a not-to-exceed $2 million. This includes $600,000 for direct services from Nelson\Nygaard to develop and implement the pilot program for three years and perform evaluation and reporting on the project as part of Tasks 1-6 as described in the scope of services in Attachment A. The $1.4 million would be available for direct costs associated with technology, purchase of transit passes, or other direct expenses to deliver the transit pass program expeditiously to start in the 2016-17 school year. The $1.4 million may only be used if explicitly authorized in writing by Alameda CTC. The estimated overall duration to develop, implement, and evaluate the pilot program is 4 years. This includes pre-development, actual implementation for three full years and a final report that includes recommendations on how to make a student transit pass program viable countywide.

Background

Alameda CTC is the implementing agency for the Affordable Student Transit Pass pilot program. In 2011, Alameda CTC convened a working group of interested stakeholders, including school districts, transit operators, Alameda County, the Metropolitan Transportation Commission, youth, faith-based, environmental and community organizations to discuss the program purpose and objectives of an Alameda County Affordable Student Transit Pass Program. From January 2012 through May 2012, monthly meetings were held with stakeholders to discuss and formulate program objectives. This work was bolstered by research on student transit pass programs nationwide; collection of background information on existing Alameda County transit operator student fares; and convening of focus groups with middle and high school students in Alameda County to seek feedback directly from students. This work was placed on hold in summer 2012 in anticipation of Measure B1 passage, which failed to receive voter approval on the November 2012 ballot.

With passage of Measure BB in November 2014, work commenced on the STPP in December 2014 and two workshops were held with previous and additional stakeholders on January 28, 2015 and March 25, 2015. In addition, expanded research was conducted by staff to evaluate new student transit pass programs in the nation, as well as to assess transit access to schools in Alameda County, and collection of additional demographic information at schools.

Program Purpose: The purpose of the STPP is to expand access opportunities to schools on transit by testing different models of possible student transit pass programs for middle-school and high-schools students in Alameda County. The programs developed will need to serve and/or address the geographically different areas of the County. Students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, during the project period. The model programs will be evaluated for effectiveness, and successful models will be implemented throughout the County in middle schools and high schools.

Pilot Program Term: The initial STPP pilots will run for approximately three years. Different models will be tested to address differences in geography, transit service availability, and economic needs in different areas of the County. The aim of the initial model programs is to gather data to determine success factors for implementing a program for all middle and high school students in Alameda County.

The objectives of the STPP include the following:
•Reduce barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities.
•Improve transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families, reduce greenhouse gas emissions and traffic congestion around schools.
•Improve student transit ridership with the aim of educating a new generation of transit riders to understand the relationship between travel choices and the associated environmental effects (ie. Climate change and emissions reduction).
•Improve transit access to all students in middle and high schools, subject to funding availability.
•Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program (SR2S), the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

The Alameda CTC selection process to procure consultant services for this phase of the project began with Commission approval to release the RFP. A pre-proposal meeting was was attended by 18 firms. Alameda CTC received 2 proposals from the following firms:

- Nelson\Nygaard Consulting Associates, Inc.
- CHS Consulting Group

An independent selection panel composed of representatives from BART, AC Transit, Wheels/LAVTA, Alameda County and Alameda CTC reviewed the proposals and shortlisted TBD firms. Consultant interviews were conducted on 9.3.2015. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected Nelson\Nygaard Consulting Associates, Inc. as the top-ranked firm.

Staff negotiated with Nelson\Nygaard Consulting Associates, Inc. to perform the services necessary to complete the pilot program of the project and anticipates that a contract will be ready for execution in November 2015. Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement with Nelson\Nygaard Consulting Associates, Inc. for a not-to-exceed amount of

$2 million. This includes $600,000 for direct services from Nelson\Nygaard to develop and implement the pilot program for three years and perform evaluation and reporting on the project as part of Tasks 1-6 as described in the scope of services in Attachment A. The $1.4 million would be available for direct costs associated with technology, purchase of transit passes, or other direct expenses to deliver the transit pass program expeditiously to start in the 2016-17 school year. The $1.4 million may only be used if explicitly authorized in writing by Alameda CTC. Nelson\Nygaard Consulting Associates, Inc. is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the APPLICABLE BUSINESS EQUITY goals for the contract.

This project is funded with Measure BB funds included in the 2014 Transportation Expenditure Plan.

Levine Act Statement: The Consultant Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance not to exceed $2 million. This includes $600,000 for direct services from Nelson\Nygaard to develop and implement the pilot program for three years and perform evaluation and reporting on the project as part of Tasks 1-6 as described in the scope of services in Attachment A. The $1.4 million would be available for direct costs associated with technology, purchase of transit passes, or other direct expenses to deliver the transit pass program expeditiously to start in the 2016-17 school year. The $1.4 million may only be used if explicitly authorized in writing by Alameda CTC. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2015-16 Budget.

Attachments

A. Scope of Work for Project Development and Delivery of the Affordable Student Transit Pass Program

Staff Contact:

Tess Lengyel, Deputy Director of Planning and Policy

Laurel Poeton, Assistant Transportation Planner

SCOPE OF WORK
FOR
PROJECT DEVELOPMENT AND DELIVERY OF THE
AFFORDABLE STUDENT TRANSIT PASS PROGRAM

Required Scope of Work, Deliverables, and Staffing

INTRODUCTION

Due to a decline in funding for student transportation to school, combined with increases in transit costs and growing desire for students to attend schools outside their own neighborhoods, families and individuals have been forced to assume a growing financial burden related to school transportation for Alameda County youth. The Alameda County Transportation Commission (Alameda CTC) is developing an affordable transit pass pilot program to support student/youth access to school, school-related activities, and provide transit access to jobs for students.

The purpose of the Affordable Student Transit Pass Program (Affordable STPP) is to expand access opportunities to schools on transit by testing different models of possible student transit pass programs for middle and high school students in Alameda County. The programs developed will need to serve and/or address students throughout the geographically different areas of the County. Students at participating middle and high schools will receive transit passes or other means of obtaining free or low cost access to transit services, which the students may use for transport to and from school and jobs or other afterschool activities during the project period.

The model programs will be evaluated for effectiveness, and successful models will be implemented throughout the County in middle and high schools. The initial student transit pass program will run for approximately three years. Different models will be tested to address the differences in geography, transit service availability, and economic needs in different areas of the County. The aim of the initial model programs is to gather data to determine success factors for implementing a program for all middle and high school students in Alameda County. The program may eventually be expanded to include additional youth, based on input from program stakeholders and Alameda CTC.

Program Objectives
The objectives of the Affordable STPP include the following:

- Reduce barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities.
- Improve transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families, reduce greenhouse gas emissions and traffic congestion around schools, and support improved academic performance along with graduation rates.
- Improve student transit ridership with the aim of educating a new generation of transit riders to understand the relationship between travel choices and the

associated environmental effects (i.e., climate change and emission reduction).

- Improve transit access for all students in middle and high schools, subject to funding availability.
- Leverage other programs that provide a benefit to the model programs currently being implemented including, but not limited to the Alameda County Safe Routes to Schools Program (SR2S), the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

Each objective is expected to be evaluated and measured over the course of the pilot project.

Services Requested

The selected team will provide professional and technical services supporting the development and implementation of different models of an Affordable STPP in Alameda County. It is the intent of the program that a maximum amount of funds be used to deliver transit passes to students and that the management and evaluation of the program be done as efficiently as possible.

The following services are required under this contract:

- Project Initiation, Management and Coordination
- Communications, Outreach and Agency Coordination Strategy
- Program Development
- Program Implementation including Technology Integration (as recommended)
- Evaluation and Reporting
- Integration of other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth and workforce development programs appropriate for high school students.

SCOPE OF WORK

As a part of the responses to each task below, the team is expected to address the following items for the development and implementation of model Affordable STPPs:

1. Define and rationalize realistic models for each planning area of the county, at minimum, that will address the program objectives and identify goals, proposed performance measures and evaluation tools to evaluate effectiveness.
2. Review and analyze existing programs nationally.
3. Describe how the multiple partners will be engaged in the Affordable STPP to establish successful programs, including strategies for low-income communities.
4. Describe how the proposed approach will tailor each model Affordable STPP program to each unique community and how the program will aim to expand participation at each school site.
5. Describe the team's staff composition and how the proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
6. Describe the proposed approach to address barriers of involvement in an Affordable STPP program for students, parents and staff at schools.
7. Describe how the proposed approach will address emission and traffic congestion

reductions as well as public health issues and benefits related to transit use.

8. Describe how technology can play a role in the implementation of the program.

Project Tasks and Deliverables

TASK 1: PROJECT INITIATION, MANAGEMENT AND COORDINATION

The team will oversee the implementation of the Affordable STPP Program elements during the course of the project, ensuring that all program elements are implemented effectively.

The work for this task includes managing the program and providing regular progress updates to Alameda CTC and other committees as established through Task 2, and other committees as directed by Alameda CTC. As part of this task, the team will meet with Alameda CTC staff to review the purpose of the project, scope of work, project goals and implementation timeline. Alameda CTC staff will provide the team with all relevant documents, where possible. Regular management coordination meetings will be held with Alameda CTC staff during the course of the project. The team will provide minutes outlining action items resulting from the coordination meetings. It is anticipated that these meetings will be bi-monthly, but the number of meetings will be based on need and, therefore, a schedule will be developed during the kick-off meeting. The team will be responsible for developing materials for presenting to Alameda CTC and other committees established on this project and other agencies as appropriate to report on the development, implementation and outcomes of the program.

Tasks	*Deliverables*
1.5	*Kick-off meeting notes, with follow-up tasks.*
1.6	*Refined schedule, task budgets, deliverables, and contract performance measures.*
1.7	*Monthly progress reports detailing project activities, coordination efforts and goal achievement.*
1.8	*Meetings with Alameda CTC staff, including preparation of agendas and summary notes.*

TASK 2: COMMUNICATIONS, OUTREACH AND AGENCY COORDINATION STRATEGY

The team will be responsible for developing a Strategic Outreach and Engagement Plan and identify key milestones in the process where outreach and solicitation of input will be required. This project is intended to be implemented during the academic school year beginning in August 2016 and that timeline must be taken into consideration in the development of the Strategic Outreach and Engagement Plan. The team will evaluate and recommend an approach for additional outreach efforts aimed at including students, parents, teachers, school counselors and administrators, and other appropriate agencies and organizations to meet the objectives of the program.

Alameda CTC

The team will coordinate with Alameda CTC staff in preparing materials and making presentations to the Alameda CTC Commission and Programs and Projects Committee, and other required committees and organizations. Over the pilot program period, it is anticipated that twelve Commission presentations will be required. This process typically includes presentations at a committee level and then to the full Commission.

Transit Operators

Transit operators in Alameda County that may be involved in the program based on proximity to schools should include:

- Alameda-Contra Costa Transit District (AC Transit)
- San Francisco Bay Area Rapid Transit District (BART)
- Livermore Amador Valley Transit Authority (LAVTA /Wheels))
- Union City Transit

Alameda County Planning Areas:

- North: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont
- Central: Hayward, San Leandro, unincorporated Alameda County
- South: Fremont, Newark, Union City
- East: Dublin, Livermore, Pleasanton, unincorporated Alameda County (including Sunol)

Transit service by planning areas:

- Central County – AC Transit and BART
- East County – AC Transit, BART, and LAVTA/Wheels
- South County – AC Transit, Union City Transit, and BART
- North County – AC Transit, BART
- Unincorporated areas - varies

Committees

It is anticipated that up to three types of committees will be established to provide input and feedback on the program, including a Technical Advisory Committee, an Oversight Committee, and school site Student/Parent/Faculty Committees. The development, purpose, roles and responsibilities and frequency of meetings will be defined in the Strategic Outreach and Engagement Plan as part of this task. The following summarizes potential committees and roles:

Technical Advisory Committee

The Technical Advisory Committee may be comprised of program implementation partners who will meet on a regular basis to address implementation issues, evaluate effectiveness and provide suggestions for program improvements during the course of the program. The committee will receive periodic reports on the program progress and will make recommendations on program effectiveness to the Alameda CTC for consideration. Members on the Technical Advisory Committee may include staff from the following organizations:

- Alameda County Transportation Commission
- Metropolitan Transportation Commission and or Clipper Card staff
- Transit operators participating in the model programs

- School district staff participating in the model programs

Oversight Committee

An Oversight Committee may periodically receive updates on the program and evaluate its effectiveness. This committee may evaluate program development, implementation and evaluation results. The committee may receive periodic reports on the program progress and may make recommendations on program effectiveness to the Technical Advisory Committee for consideration.

Members on the oversight committee may include the following organizations:

- Alameda County Office of Education
- Alameda County Transportation Commission
- School District Representative from all areas where model programs are implemented
- Student Representatives from the Student/Parent/Faculty Committees where model programs are implemented
- Community organizations that participated in the development of the program during development of the 2014 Transportation Expenditure Plan

Student/Parent/Faculty Committees

These committees may be established at each model school site and include at minimum four students participating in the transit pass program, faculty members appointed by the school site to participate in the program implementation, and parents as recruited by the schools for participation. This committee may discuss implementation issues and concerns and provide suggestions and feedback on the following: program monitoring and evaluation methods, outreach and communications, and performance of the program. This committee may serve as the direct feedback link into the program regarding how it is operating at a particular school site. A student from each of the school sites may serve as a liaison to the Oversight Committee.

Other meeting may be requested to be supported by the Consultant team to engage interested stakeholders.

School Districts and School Administration

The team will provide a communication protocol plan with each school district and within schools. The team should have the ability to know how school operation, administration and appropriate protocols for communications with faculty, staff, parents and students.

Oversight, Technical Advisory and Student/Parent/Faculty Committees

As defined in and approved through the Strategic Outreach and Engagement Plan, consultant and Alameda CTC staff will run committee meetings and facilitate discussion. The consultant team is expected to prepare materials, facilitate meetings, document meeting outcomes, and be available as support as directed by Alameda CTC staff during the meetings. It is expected that committees defined in the Strategic Outreach and Engagement Plan will meet separately and at regular intervals for the duration of the program to provide input and comment on the program implementation.

Local Jurisdictions/Organizations
The team will assist Alameda CTC staff with presentations to other local jurisdictions and organizations as necessary.

Tasks	*Deliverables*
2.1	*Technical Memorandum of a Strategic Outreach and Engagement Plan detailing the project outreach approach, rationale for outreach approach, definition and rationale for proposed committees (including roles and responsibilities), and key milestones. This memo must include a detailed discussion of schedule and approach for working with staff, any established committees, Alameda CTC and other outreach efforts (Draft, Final Draft and Final).*
2.2	*Meetings with Alameda CTC and other established committees as part of this project to provide project updates and receive feedback on project deliverables, and other agencies as directed, including all materials needed for each of these meetings (estimated at a minimum of 40 meetings over a three year period). This task includes preparation and finalization of agendas, materials and summary notes for meetings.*

TASK 3: PROGRAM DEVELOPMENT

The team will research effective strategies for developing student transit pass programs in each area of Alameda County that will support the program objectives. Based upon an assessment of best practices, as well as research performed based on outreach to schools, students, parents and administrators, transit operators and other appropriate entities, the team will develop recommended model programs, and a proposed project implementation schedule with a detailed task budgets. As part of this task, the team will assess the definition of transit and what it specifically includes. The team will identify the different types of transit provided in Alameda County and how transit will be addressed through the program. The team will establish the criteria and method of implementation/ administration of the proposed pilot programs for student and/or youth participation in the program, which will be developed through general acceptance with stakeholders.

The team will tailor the program to the unique needs of middle and high school students, with the aim of developing and implementing a program that is easy to administer, is broadly used and does not create any stigma in its use.

The program development must address the following considerations:

Program Parameters
The program parameters include geographic reach, eligibility, program days and hours of operation, technology, accessibility, cost, funding sources, and the ability to leverage other programs and performance measures.

- **Geographic reach** – The program must accommodate geographic equity and differences in Alameda County which include differences in urban and rural area infrastructure, transit services and transit proximity to schools, and demographics. Models should take into consideration transition of students from middle to high schools, as well as programs that test an entire school, versus only portions of a school's student body. Model programs must be implemented in all four geographic areas of the

County. The program should consider the following areas in development of initial model programs:

- Areas where access to school from an economic perspective is more difficult
- Schools that may not have good access to transit (the program needs to identify how service could potentially change to accommodate more schools)
- Capacity issues for buses during high student use volumes at times (peak use of ridership)
- Schools in high-density as well as less-dense areas
- Linking middle-school transit use to high-school transit use

- **Eligibility** – The program must be developed in such a way to not create a stigma for any student/youth involved. Eligibility considerations include, but are not limited to:
  - Initial pilot might be focused on middle and high school students attending Alameda County public schools, but could include youth not in the current school system
  - Homeless students, drop-out students, and students in communities of concern
  - Students in after-schools programs not on school premises
  - Family incomes and affordability (i.e. Free and Reduced Meal Programs)
  - Proximity to school sites (i.e. a distance based program that supports walking or biking to school for those who live close to their school)

- **Program days, hours of operation and level of service** – The program should take into consideration, but not be limited to providing students with transit access to school, afterschool programs and access to afterschool jobs. The intent of the program is to provide flexibility in the use of the transit pass during regular transit operator hours of service. Considerations for cost effectiveness will have to be made for times of the year when a majority of students are not in school. Time of use may become restricted for program cost considerations. Bell-time and bus-time coordination and evaluation will be necessary.

  In addition, transit service capacity during highest student use must be taken into consideration and factored into planning model programs, including potential costs if additional services are needed as a result of demand. Pilot school sites must be evaluated for current conditions and for potential increases in student transit use.

- **Technology** – The goal is to use already established technologies and infrastructure, or some other easily tracked process, and place a student photo on the student ID card which includes compatible technologies (i.e. smartcard with Lifetouch photos). Parents and/or a program administrator could have the ability to activate the card, which would allow every student to have access to transit services. If technology is utilized, an opt-in methodology should be considered which would allow parents to activate the card for students that might not qualify for the program per established guidelines as recommended through the program, and a program administrator could activate and submit subsidized payment for the card usage for those who qualify for the program. Alameda County has an estimated 158,000 students that potentially could be capable of using the program, subject to guidelines and qualifications as established through the program. The consultant would need to establish the budget associated with a free pass or other method (i.e. free and reduced meal programs, etc.)

- **Accessibility** – The program must consider transit proximity to school sites, ease of transit pass distribution and tracking, language needs for particular school sites, and travel training for different transit systems. This may include, but is not limited to, travel training information for students using regular fixed-route services, as well as travel training materials for students who may be transitioning from paratransit to regular fixed route services.

- **Cost** – The program must define if there are different costs to students based upon income and how to implement a tiered program that does not create any stigma for any students. The program must also develop the anticipated costs at each model site, including transit pass use and administrative costs at each site. Overall costs for each pilot program must include administration, transit card distribution and use, pre-, during and post evaluation, costs for travel training materials, distribution and instruction, costs for additional transit services or other applicable elements of a proposed transit pass program, and other costs as applicable.

- **Funding sources** – The transportation sales tax measure (Measure BB) will pay for a portion of the program; however, additional funding will likely be required by other sources for long-term program implementation. The team will be required to identify potential funding partners, some of which could include the following:
  - Bay Area Air Quality Management District (Transportation For Clean Air funding in response to greenhouse gas reduction)
  - Cap and Trade
  - Climate Initiatives Program
  - Federal transportation and education funding
  - Job Access and Reverse Commute (JARC)
  - Kaiser Foundation and other health organizations and foundations
  - McKinney Vento Act (federal dollars) specifically for homeless students
  - MTC Lifeline
  - USDA Food and Nuturition Service – School Meals Provisions 1, 2 and 3 (http://www.fns.usda.gov/school-meals/provisions-1-2-and-3)
  - Safe Routes to Schools
  - Traffic impact fees

As a part of this task, the team will further develop the program elements and define the work products and performance measures, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared.

Tasks	*Deliverables*
3.1	*Technical Memorandum defining breadth and depth of a proposed program parameters, including overall scope; benchmarks for success and program progress; updated research on other programs; definition of transit and what it includes and how it will be addressed throughout the program; definition of extra-curricular activities, including what should or should not be in a pilot program; definition and criteria for participation in the program; identification of potential partners in delivery of pilot programs. (Draft, Final Draft and Final).*
3.2	*Technical Memorandum on method of distribution of passes for program participation, including consideration of travel options outside of the currently provided transit system (i.e., how to address*

	service where it is unobtainable or infrequent); assessment of administration needs which should also take into consideration school operations and business processes, transit operators, technology solution operators, and travel training for students. (Draft, Final Draft and Final).
3.3	*Technical Memorandum on best approaches for model student transit pass programs for middle and high school students, including rationale for site selection and program design, a detailed schedule, budget and draft and final performance measures for each model program. (Draft, Final Draft and Final).*
3.4	*Technical Memorandum on program performance measures and evaluation approach, including how each model program will be evaluated using the final performance measures and how the different model programs will be evaluated against each other and as a whole, survey instruments and summary of current demographics and commute patterns of students at targeted schools. (Draft, Final Draft and Final).*

TASK 4: PROGRAM IMPLEMENTATION

This task provides for the implementation of model programs identified in the previous task, including all pre-evaluation and assessment, evaluation during implementation and modifications to the program during implementation based upon feedback from evaluations and the established committees. Implementation should account for the necessary staffing and administration requirements that the consultant team would assist in defining and/or procuring additional services needed to implement the program and must have an in-depth understanding of school processes and procedures.

Tasks	*Deliverables*
4.1	*Technical Memorandum describing implementation and justification for a minimum of four model programs in middle and high schools, one in each geographic area of the county, including costs, administration, technology, involved parties (including all roles and responsibilities of each party), monitoring and evaluation structure and a timeline for all efforts associated with implementation of the program. (Draft, Final Draft and Final).*

TASK 5: EVALUATION, REPORTING AND RECOMMENDATIONS

The team, working with Alameda CTC staff and the established committees will develop quantitative and qualitative performance measures that reflect the program objectives and goals. These performance measures will be used to evaluate the model programs and to determine methods for modifying the program as necessary over time, as well as to determine what successful elements need to be included in programs that are implemented after the first three-year period. The team will use the final performance measures developed in Task 3 and will demonstrate how they will be used to evaluate effectiveness of the model programs against program objectives and goals. All program evaluation activities will be coordinated, and summary reports will be prepared. The team will give examples of how the performance measures will be applied to the program and to selection of successful elements for future program implementation. Recommendations for future implementation of the student transit pass program in Alameda County are included in this task.

Tasks	*Deliverables*
5.1	*Technical Memorandum summarizing the effectiveness of the program against the performance measures, evaluation methodology and timelines, results of the program evaluation, and the proposed improvements recommended for implementation of long-term programs throughout the county (Draft,*

	Final Draft, Final).
5.2	*Program evaluation results at the end of years 1and 2.*
5.3	*Final program evaluation of all three years and recommendations for on-going implementation of successful programs.*

TASK 6: INTEGRATION OF OTHER PROGRAMS

This task includes identification and development of how a student transit pass program can be integrated with other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth, and integration of workforce opportunities for high school students.

There are many on-going programs in Alameda County that support healthy access to schools and training on how to use transit. The team will be required to evaluate how model programs can be integrated into and be coordinated with the implementation of existing programs in Alameda County with the aim of providing comprehensive student support programs that leverage funding, education, and resources.

Tasks	*Deliverables*
6.1	*Technical Memorandum summarizing opportunities for student transit pass program integration and coordination with other student supportive programs (Draft, Final Draft, Final).*
6.2	*Technical Memorandum summarizing program implementation approach, including funding sources, partners, timelines, resources and deliverables.*
6.3	*Evaluation of potential public private partnership opportunities.*