Meeting Notice

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

Planning, Policy and Legislation Committee

Monday, October 12, 2015, 10:30 a.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

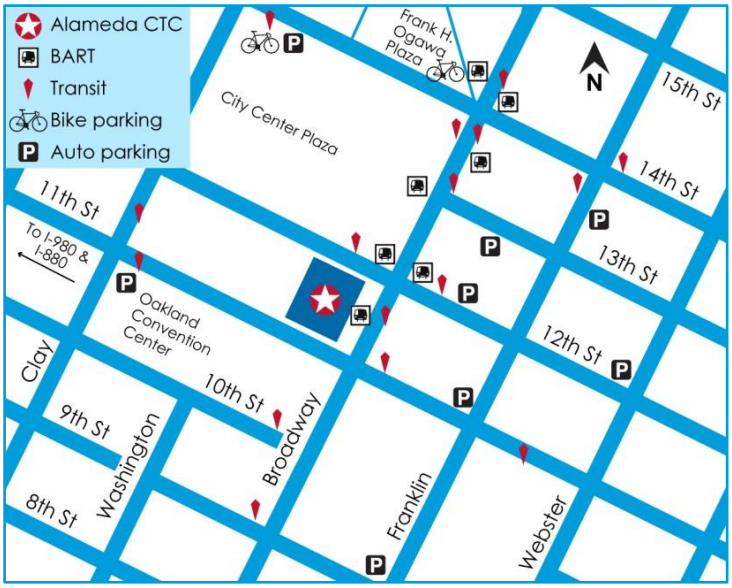
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

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

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.

Connect with Alameda CTC

www.AlamedaCTC.org

facebook.com/AlamedaCTC
@AlamedaCTC
youtube.com/user/AlamedaCTC

Planning, Policy and Legislation Committee Meeting Agenda
Monday, October 12, 2015, 10:30 a.m.*

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

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

Chair: Mayor Ruth Atkin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, David Haubert, John Marchand, Elsa Ortiz, Jerry Thorne
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Consent Calendar**

5. **Legislation**

6. **Planning and Policy**

the RTP and (2) Direct staff to forward both the Final lists to MTC by October 30, 2015.

6.4. Draft 2015 Congestion Management Program 111 A

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.

6.5. Northern California Mega-Region Study 119 A

Recommendation: Approve $20,000 contribution for Alameda County's share of Northern California Mega Region Study

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: November 9, 2015

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

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

1. **Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All member s were present with the exception of Commissioner Atkin.

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

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

4. **Consent Calendar**
   - **4.1. July 13, 2015 PPLC Meeting Minutes**
   - **4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

   Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed unanimously (Atkin absent).

5. **Legislation**
   - **5.1. Legislative Update**

     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 Ortiz asked if disadvantages communities had been defined in regards to cap and trade. Tess stated that disadvantaged communities were defined at the state level and included some areas in Hayward and Berkeley.

     Commissioner Thorne asked if the Governor's proposal included a gas tax increase. Tess stated that the proposal did include a gas tax increase in the excise tax.

Commissioner Ortiz moved to approve this item. Commissioner Campbell Washington seconded the motion. The motion passed unanimously (Atkin absent).

5.2. July 2015 Commission Retreat Summary

Tess 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 noted that the outcomes of the retreat will be incorporated into work plan, policy and communication activities at Alameda CTC.

This item was for information only.

6. Planning and Policy

6.1. Countywide Transportation Plan: Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Commission (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 and; direct staff to forward both the draft lists to MTC by September 30, 2015. Tess noted 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.

Commissioner Marchand wanted to know why there was no funding allocated for discretionary funds for the BART to Livermore project. Tess stated that BART submitted a request for funding to finalize environmental documents. This request does not include Measure BB money.

Commissioner Haggerty requested that all line items in the list that reference the "BART to Livermore" project be renamed to "BART to Livermore/ACE".

Commissioner Haggerty asked what the funding for the Bayfair Y connection improvement project is. Tess stated that it is a modernization project to do detail design, right-of-way and construction. Art Dao reminded that committee members that the recommended list is not a programming document and approval will only include the project into the plan.

Commissioner Marchand moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Atkin absent).

7. Committee Member Reports

Commissioner Carson requested a list of all the members and outreach recipients on the Goods Movement Collaborative committee.

8. Staff Reports

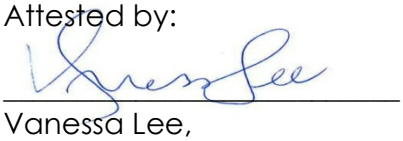
Tess Lengyel informed the committee members that they could find correspondence from the Rose Foundation in their folders as well as a response letter to Ditching Dirty Diesel from Alameda CTC.

9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 12, 2015 at10:30 a.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

This page intentionally left blank

DATE:	October 5, 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

This page intentionally left blank

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 5, 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.

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 2015 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. Letter to Federal Transportation and Infrastructure Committee Leadership on long-term surface transportation bill

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

This page intentionally left blank

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

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

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

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.

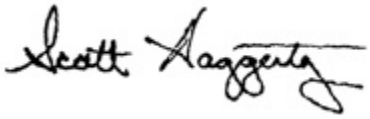
  Governor Brown's proposal recognizes the value of local tax dollars by providing $250 million annually for a SLPP that is open to all existing and future local transportation tax programs. However, the SLPP should not be limited to maintenance and rehabilitation projects, but also projects that reduce 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

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.

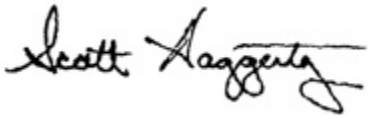
As local elected officials, we are keenly aware of the multitude of issues facing Congress this fall. In looking at the various appropriations and authorization deadlines that Congress will face over the course of the next few months, some skeptics would say there are ample opportunities to derail progress 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 5, 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.

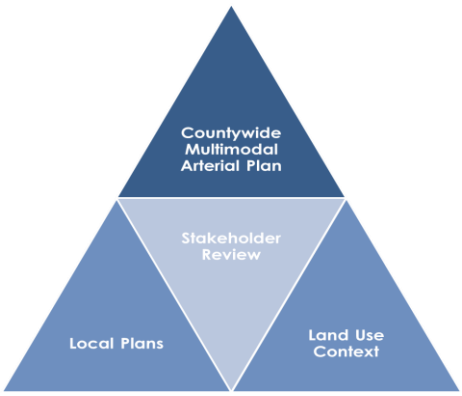
The development process is based on a combination of technical analyses from the project team and priorities defined by the jurisdictions, transit agencies, and Caltrans.

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

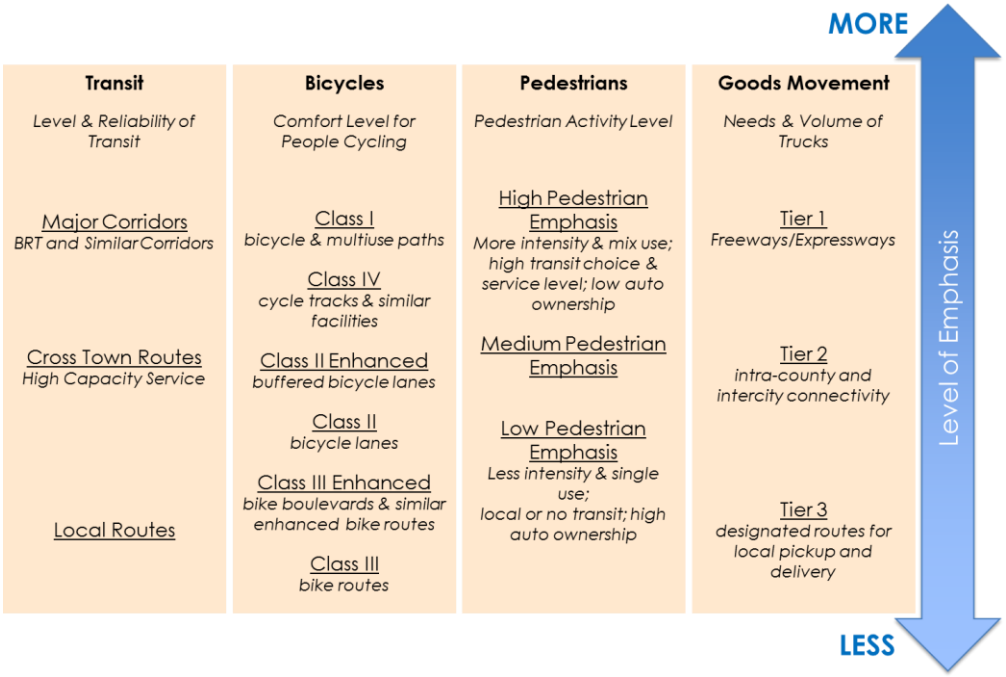
The auto overlay, or street typology, describes a roadway's mobility function and is based on traffic volumes and its role in carrying sub-regional or local traffic (trip length). The proposed street typology consists of the following four classification types:

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

Next Steps

Based upon Commission approval ofthe 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.

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

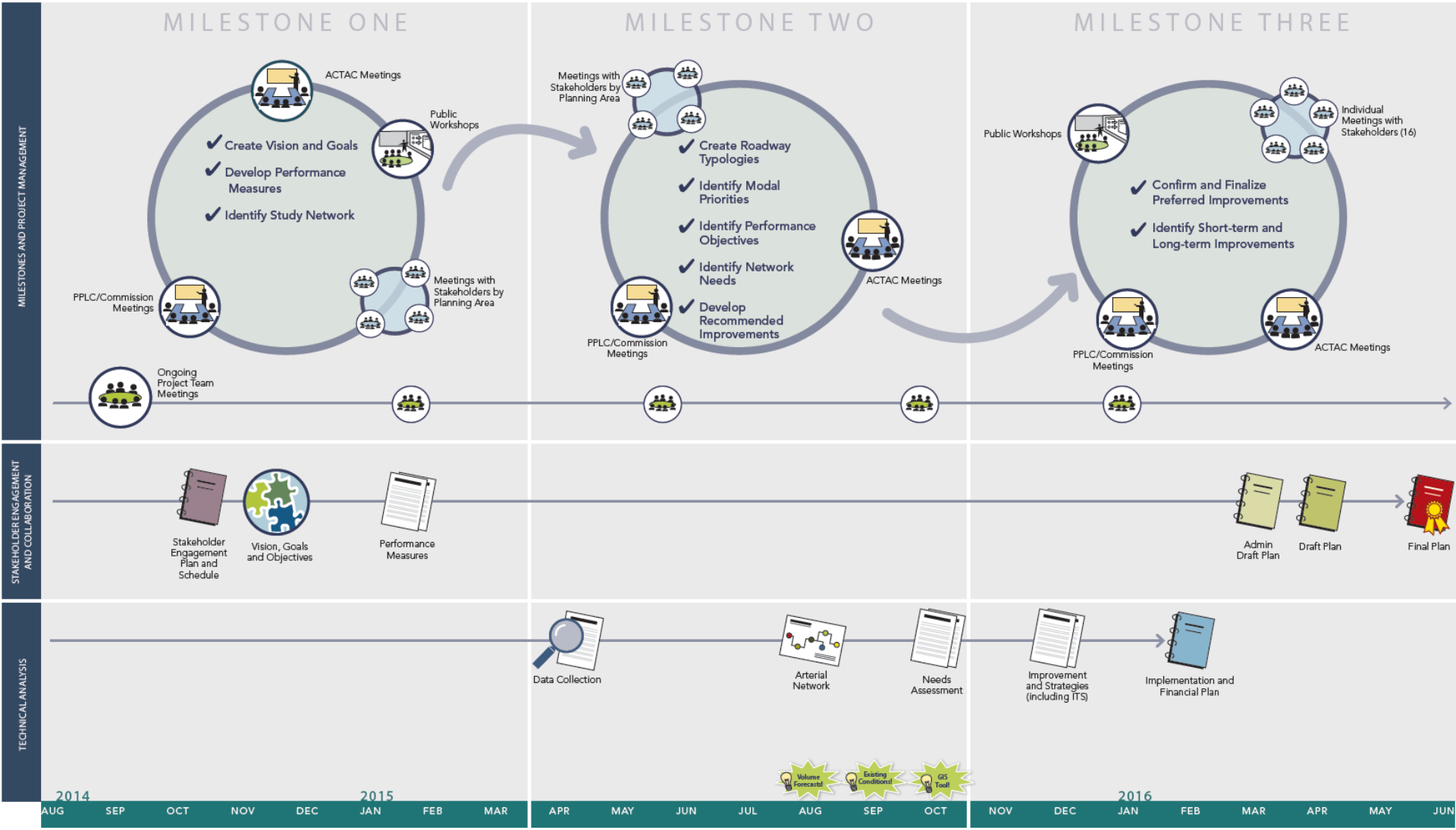
Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Saravana Suthanthira, Senior Transportation Planner

Daniel Wu, Assistant Transportation Planner

MAP Development Process Framework



This page intentionally left blank

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.

350 Frank Ogawa Plaza, 5th Flr
Oakland, California 94612
Telephone 510.839.4568
Facsimilie 510.839.4570
www.community-design.com

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.

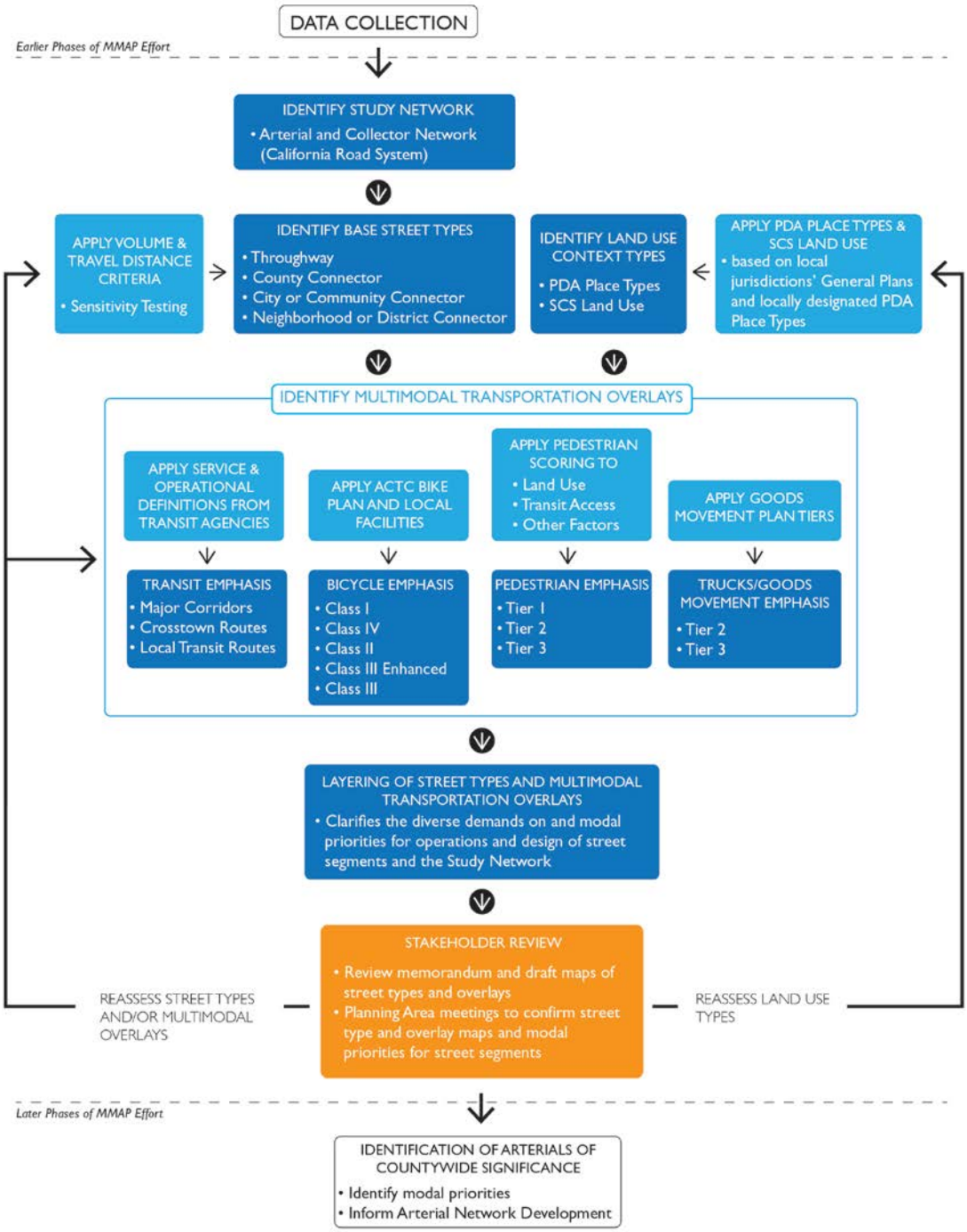
Comments on **street typology** focused on street types reflecting local priorities and sometimes to appropriately reflect the function of the street if the MAP methodology was not resulting in the street type that jurisdiction staff would expect given their local knowledge and experience. Most of these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

This page intentionally left blank

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

350 Frank Ogawa Plaza, 5th Flr
Oakland, California 94612
Telephone 510.839.4568
Facsimilie 510.839.4570
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.

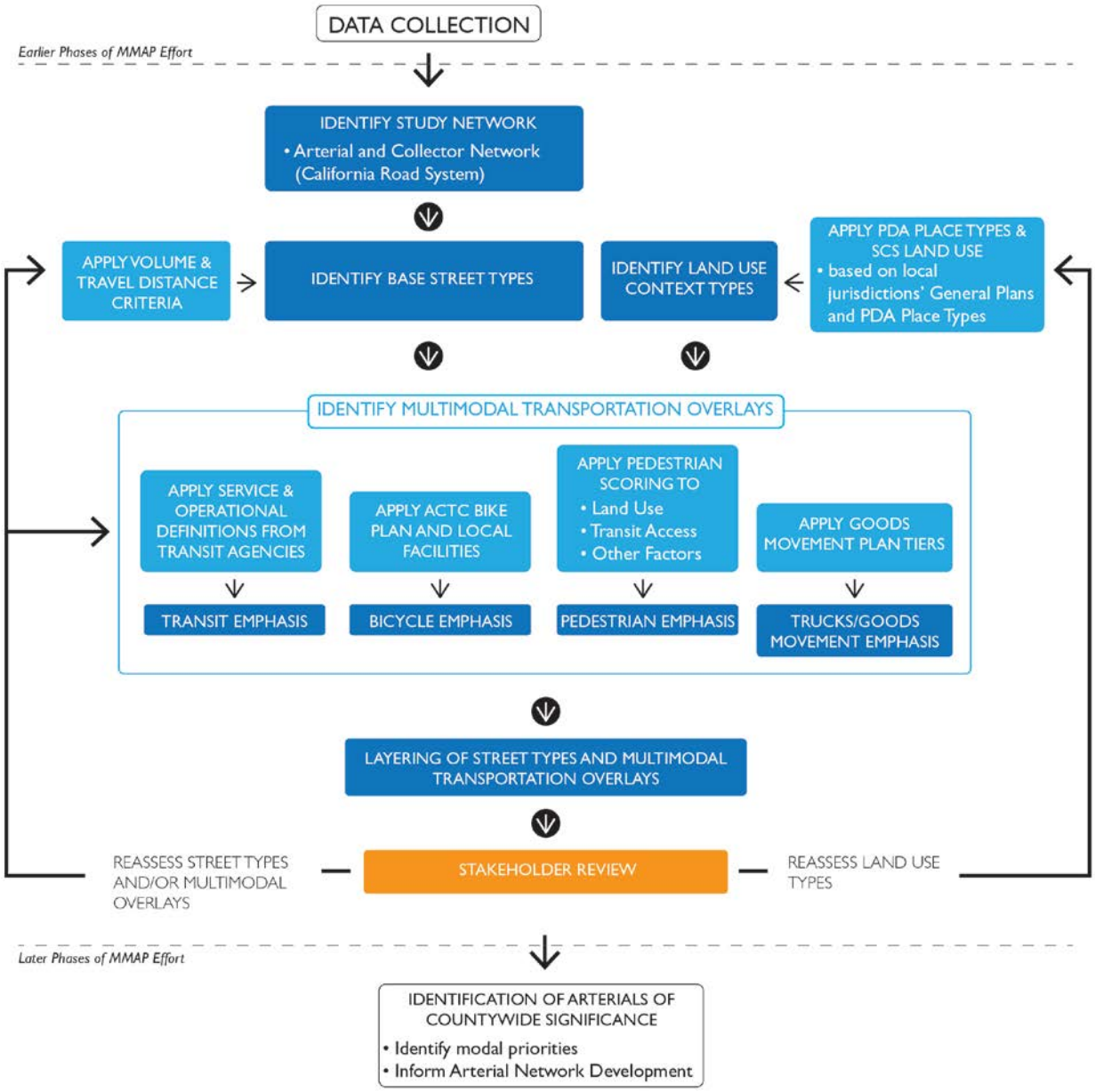


Figure 1: Multimodal Arterial Plan Typology Framework Process Diagram

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.

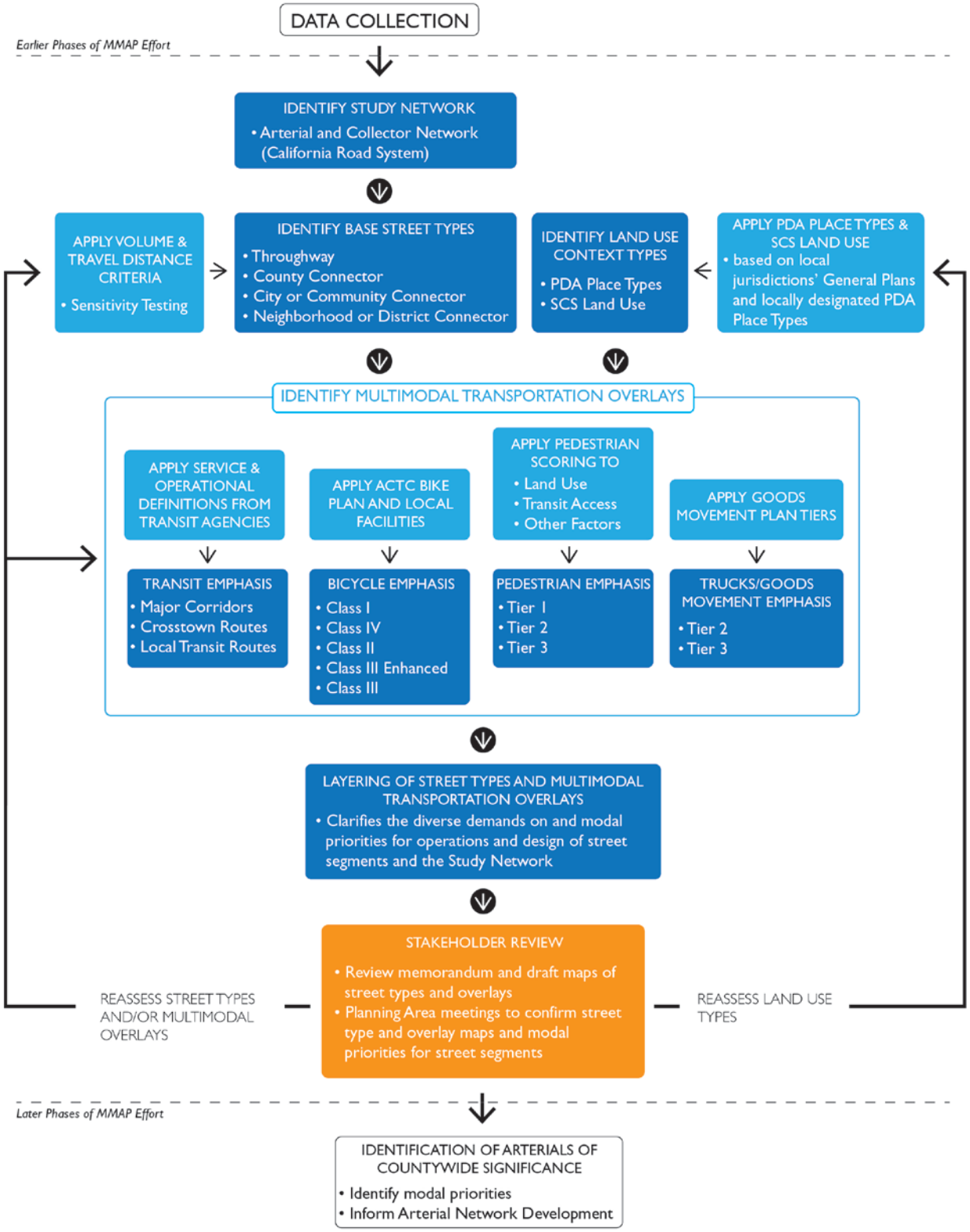


Figure 2: Multimodal Arterial Plan Typology Framework Detailed Process Diagram

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.

350 Frank Ogawa Plaza, 5th Flr
Oakland, California 94612
Telephone 510.839.4568
Facsimilie 510.839.4570
www.community-design.com

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

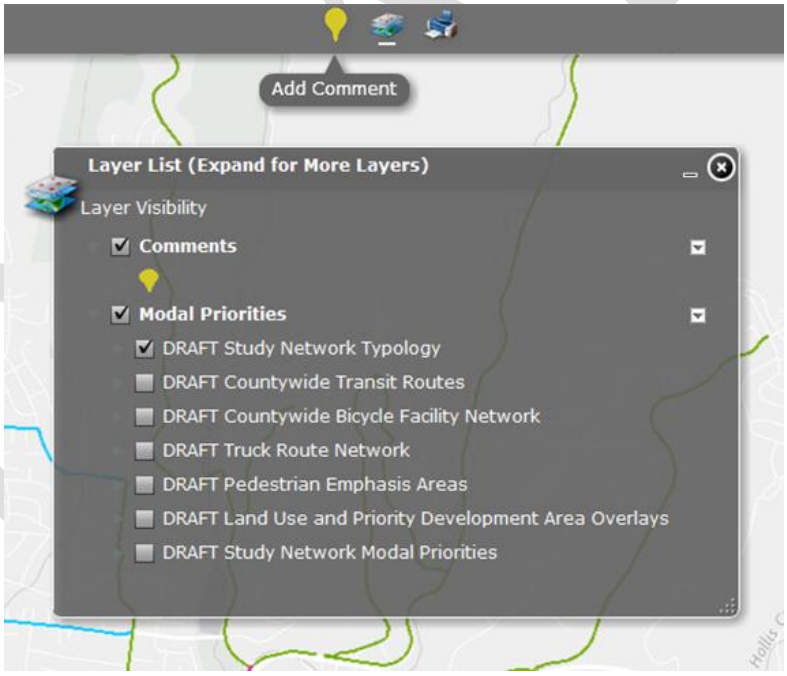
Next Steps

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 5, 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 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

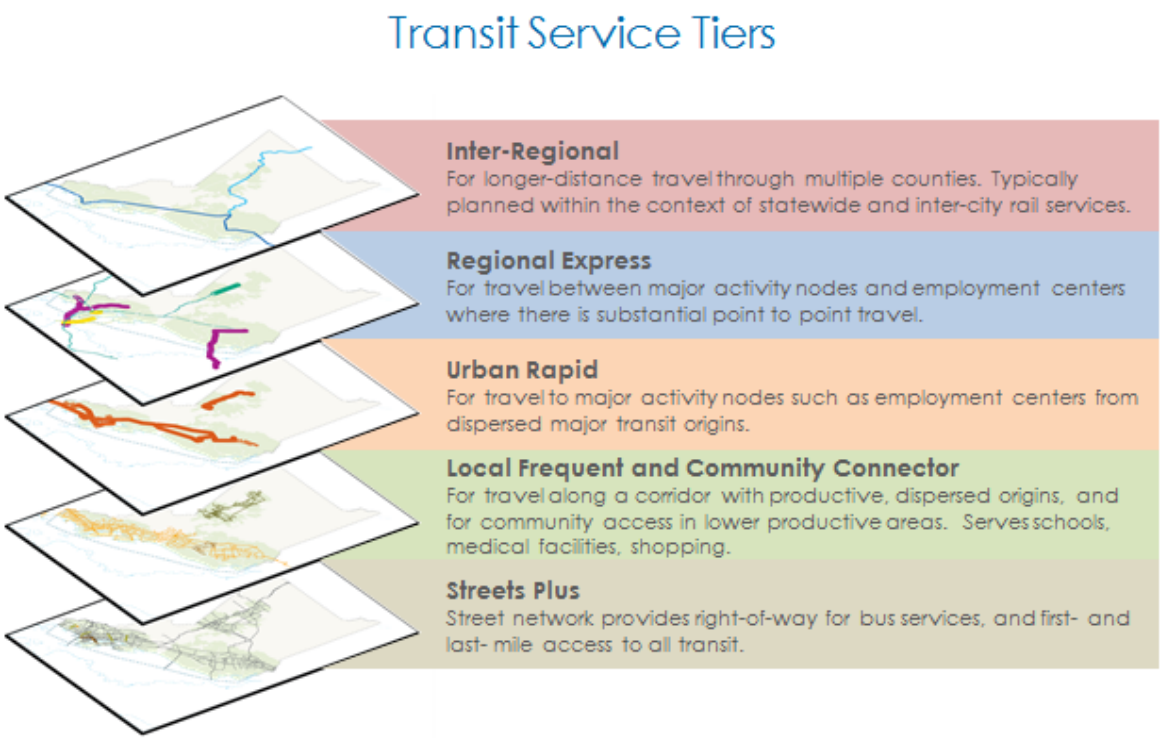
Countywide Transit Plan. It also presents a conceptual framework in the form of transit service tiers to clarify the differing elements of the demand for and provision of transit service in the county.

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

Tess Lengyel, Deputy Director of Planning and Policy

Kara Vuicich, Senior Transportation Planner

Mollie Cohen-Rosenthal, Assistant Transportation Planner

This page intentionally left blank

DATE:	October 5, 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 about 330 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 313 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. 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)

- 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 $21.1 billion in programs and projects funding requests were received as follows: $7 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 $26.1 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 $528 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.
- 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

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Saravana Suthanthira, Senior Transportation Planner

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	**$1,633,258**	$72,831	$1,560,427		$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	**$7,912,371**	**$844,112**	**$7,068,258**	**$3,177,187**	**$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	**$527,844**	**$485,971**	**$0**	**$0**	**$0**
GRAND TOTAL	**$26,101,289**	**$4,906,603**	**$21,152,813**	**$6,716,974**	**$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	**$7,912,371**	**$844,112**	**$7,068,258**	**$3,177,187**	**$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	**$527,844**	**$485,971**	**$0**	**$0**	**$0**
GRAND TOTAL	**$26,101,289**	**$4,906,603**	**$21,152,813**	**$6,716,974**	**$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.'

***Includes (2) local uncommitted funds on a case by case basis, not specified funds, and (3) "Other/TBS - Non-AlamedaCTC"

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.

This page intentionally left blank

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
	Total		**$527,844**		

** Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other

***Includes (2) local uncommitted funds, not specified funds, and (3) "Other/TBS - Non-AlamedaCTC"

This page intentionally left blank

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	
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	
	Subtotal New Bicycle and Pedestrian Facilities		**$1,633,258**	$72,831	$1,560,427	$443,627

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)	Funding Proposed for "Regional Discretionary" ($ 000s)*
	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	
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	**$2,250**	$50	$2,200	

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)	Funding Proposed for "Regional Discretionary" ($ 000s)*
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	
	Subtotal Safety and Security		**$159,371**	$13,777	$145,594	$22,457

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)	Funding Proposed for "Regional Discretionary" ($ 000s)*
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 (2)	**$49,803**	$36,478	$13,325	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go) (2)	**$3,129**	$189	$2,940	
127	City of Emeryville	North Hollis Parking and TDM Program (2)	**$1,285**	$25	$1,260	
164	City of Hayward	Comprehensive Parking Management (2)	**$1,536**	$85	$1,451	
166	City of Hayward	First/Last-Mile BART Shuttle (2)	**$55,985**	$350	$55,635	
210	City of Oakland	Library Shuttle Program (2)	**$6,156**	$250	$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS) (2)	**$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		**$7,912,371**	**$844,112**	**$7,068,258**	**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) Moved shuttle projects to correcy subcategory (TDM).

This page intentionally left blank

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

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)

DATE:	October 5, 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. Staff will work with the jurisdictions to finalize

all documentation, and final conformity will be presented at the Commission's meeting on October 22, 2015.

Attachment A summarizes the status of conformance documentation by jurisdiction. Staff will hand out an updated Attachment A at the October 8th ACTAC meeting and at the October 12th PPLC meeting. 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	N/A	
City of Alameda		Yes	Yes		Yes		
City of Albany		Yes	Yes		Yes	N/A	
City of Berkeley		Yes	Yes		Yes		
City of Dublin		Yes	Yes		Yes	N/A	
City of Emeryville		Yes	Yes		Yes	N/A	
City of Fremont		Yes	Yes		Yes		
City of Hayward		Yes	Yes		Yes	N/A	
City of Livermore		Yes	Yes		Yes	N/A	
City of Newark		Yes	Yes		Yes		
City of Oakland		Yes	Yes		Yes		
City of Piedmont		Yes	Yes		Yes	N/A	
City of Pleasanton		Yes	Yes		Yes	N/A	
City of San Leandro		Yes	Yes		Yes	N/A	
City of Union City		Yes	Yes		Yes	N/A	

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

This page intentionally left blank

DATE:	October 5, 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