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MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Brooke A. Levin
Director, OPW

SUBJECT: 2016 Alameda Countywide
Transportation Plan Call for Projects

DATE: June 29, 2015

City Administrator

Date

Approval

Donna Hom

6/28/15

INFORMATION

The purpose of this memo is to advise the Mayor and City Council of the schedule, strategy and content of planned submissions to respond to the Countywide Transportation Plan (CTP) Call for Projects that was released by Alameda County Transportation Commission (ACTC) on June 2, 2015. All submissions are due to ACTC by July 31, 2015. Because of this tight deadline, this informational memo is intended to provide Councilmembers the opportunity to review staff's proposal in a timely way.

Public Works staff has been and is continuing to solicit input from other staff across departments, Councilmembers, and other agency, non-profit and community partners to ensure that our submission is complete.

Attachment A presents the draft list programs and projects staff proposes to submit to ACTC. **Attachment B** provides a glossary of the extensive list of acronym's used in this document.

Overview

The Countywide Plan Call for Projects, as conceived by ACTC, is intended to serve multiple purposes:

- The primary purpose is to identify Alameda County's Transportation needs over the next 25 year period (through 2040) through updating the 2012 Countywide Transportation Plan. Specifically this is a financially constrained plan for projects that require discretionary funding from all sources, but does NOT contain projects that are funded completely with local sources including Measure B and Measure BB Direct Local Distributions (DLDs or "pass-throughs").
- A second, but very important purpose of the CTP call is to inform ACTC of shorter term projects that need discretionary funding for any phase of development. This funding could come from Measure B and BB or through other grant sources managed by ACTC such as Lifeline Transit, One Bay Area Grants, Transportation Fund for Clean Air, State Transportation Improvement Program (STIP), etc.

- Short term funding is managed through ACTC's Comprehensive Investment Plan (ACTC-CIP), which covers five years with specific allocations for the first two. The initial ACTC-CIP (2015-2019) will be approved in June of this year, and is providing funding for only a few BB projects. This CIP will be updated in June, 2016 (ACTC-CIP "1.5") and a new CIP adopted in June, 2017.
- Any Project that is considered to receive Measure BB fund allocations through ACTC-CIP must be in the CTP either as an individual project **OR** within a programmatic category. This is why it is important for Oakland submittals to be both comprehensive AND specific.

Rather than host individualized calls for projects, ACTC prefers to have projects "lined up" in the quadrennial Countywide Transportation Plan and in the bi-annual ACTC-CIP. This call presents the first "intake" for that process using a multi-tab CTP Application Form (please refer to link at <http://www.alamedactc.org/CountywideTransportationPlan>). The exact same form is proposed to be used in June, 2016 and June, 2017 process to propose new and updated projects for the ACTC-CIP.

As an illustrative example of how the ACTC-CIP is a sub-set of the more general 25 year CTP, if there is a 2016 CTP project for "Complete Streets in Alameda County," Oakland could submit a project in the June 2017 CIP process for the "West Grand Avenue Complete Street and Road Diet Project," as an individual project that fits in that funding category, and potentially receive a funding allocation.

Strategy

Because the CTP is fulfilling two functions, both as a long-term planning document and a shorter term programming document, Oakland must make sure to cover both of these needs. Oakland will submit projects for both long-term and shorter term transportation plans.

Programmatic Projects:

The City plans to submit **programmatic projects** that cover the totality of our projects that may look for discretionary funding over the next funding cycle. Most of these are projects already identified in the City's CIP, and more could be done with discretionary funding resulting in the passage of Measure BB last fall. These will contain projects such as:

- Pavement Resurfacing
- Safe Routes to Schools
- Bridge Maintenance
- Complete Streets Improvements
- Bike Plan Implementation
- Other (see *Attachment A* for full list)

Individual Projects:

In addition to the above, the City plans to submit individual projects that meet any of the following conditions:

- The project is ready for a phase of funding immediately or within the next few years through Measure BB, OBAG or other sources controlled by ACTC
- The project does not fit easily within a category, and therefore deserves to be individually listed
- The project is a high dollar value project that needs to be individually listed in both the Countywide Plan and Regional Transportation Plan (generally ~ \$10-20 million cost)
- Any projects individually listed in the Measure BB Transportation Expenditure Plan (TEP)
- Projects that are a good fit with *grouped* categories of the TEP, particularly the Community Investment category that is intended to fund transit oriented projects, largely within Oakland.

A short list of projects that meet the above criteria include (for full list see *Attachment A*):

- Oakland Army Base (large dollar value, immediate funding need)
- I-880 42nd/High Improvement Project (100% designed and ready for construction funding)
- Broadway Shuttle Operating funds (unique project)
- High Priority projects in each of our recently completed specific plan areas including:
 - Coliseum BART Station Area Improvements Project (Coliseum City)
 - West Grand Ave Complete Street and Road Diet (West Oakland)
 - 27th Street Gateway (Broadway/Valdez)
 - 20th Street Urban Greenway Project (Downtown)
 - Lake Merritt Station Area High Priority Pedestrian Improvements (Lake Merritt)
 - Fruitvale Ave (E. 12th to Estuary) Complete Street (Estuary Plan)

Conclusion

The City will submit a robust list of projects that presents a funding need of upwards of a billion dollars over the next 25 years. The ultimate dollar amount will be based on need, as well as potential resources available from Measure BB and other sources. Ultimately, since the CTP is a fiscally constrained document, requests will be scaled back by ACTC. However, it is the City's goal to do the following:

- Assure that immediate funding needs are met (example: Oakland Army Base and 42nd/High)
- Cover all potential discretionary transportation funding categories so that we can make valid claims for funding allocations through the ACTC-CIP process next year and the year after
- Set projects in motion so that there is a continuous cycle of money coming in for planning and environmental clearance, engineering, and construction so that the City can maximize the number of projects ready for capital funding through discretionary TEP pots.

For questions please contact Bruce Williams, Senior Transportation Planner, at (510) 238-7229.

Respectfully submitted,

/s/

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Attachments:
Attachment A - Draft CTP Projects/Program
Attachment B – Acronyms used in the Memo

ATTACHMENT A - DRAFT CTP PROJECTS/PROGRAMS

	Project Name	Project Description
Programmatic Projects		
Capital Projects		
A	Paving Program	Resurface Oakland Street to achieve "good" paving condition
B	Neighborhood Traffic Safety	Increase safety of neighborhood streets with traffic calming measures such as speed bumps, speed tables, bulbouts, etc.
C	Safe Routes to Schools	Capital investments in pedestrian and bicycle improvements to increase safety for schoolchildren
D	Bridge Seismic Safety	Ongoing program to seismically strengthen Oakland's 37 bridges
E	Bridge Maintenance	Ongoing program to maintain Oakland bridges
F	Traffic Signal System Management	Ongoing programming and maintenance of City's traffic signals to ensure highest functioning of system
G	Intelligent Transportation System Implementation	Install fiber and connections to City's Traffic Management Center to build out the system to remotely manage Oakland's traffic system
H	ADA Curb Ramps	Complete the ADA curb ramp program
I	Sidewalk Repair	Maintain all city-owned sidewalks
J	Bicycle Master Plan Implementation	Complete implementation of Oakland's current Bicycle Master Plan
K	Pedestrian Plan Implementation	Complete implementation of Oakland's pedestrian master plan
L	Stairs and Paths Program	Upgrade all stairs and paths in Oakland to increase safety and ADA accessibility.
M	Complete Streets Programs	Planning , Design and Construction of complete streets in Oakland, including traffic studies and environmental analysis as needed
N	Parking Management	adopted parking principles, including upgrades (capital) to existing on and off street parking technology
O	Bay Trail Implementation	Completion of the regional Bay Trail system through Oakland, including bay trail connections
Non-Capital Programs		
P	Active Transportation Planning/Safe Routes to Schools	transportation such as safe routes to schools programs (not capital), bike to work day, transit pass programs, public information campaigns,
Q	Neighborhood Bus Shuttle Operations	the access of low income children and adults to community facilities, transit hubs, and employment centers.

ATTACHMENT A - DRAFT CTP PROJECTS/PROGRAMS (cont)

Individual Projects

Major Projects

1	Oakland Army Base Transportation Improvements	Surface Roadways, Site Improvements, Wharf Improvements
2	Downtown Circulation/Freeway Access Project	Freeway touchdown/circulation in Chinatown/JLS (coordinate with ACTC)
3	42nd High/I-880 Improvement Project	Rationalize vehicular access from I-880 at 42nd/High
4	Coliseum Transit Hub Improvements	Improve transit hub at Coliseum BART (coordinate with BART)
5	Broadway Transit Improvements	Enhanced Bus or Streetcar along Broadway to College or MacArthur BART

Bicycle /Trail Projects

O-1	Livingston Pier, Harbor Masters, Embarcadero Cove	Bay Trail gaps currently in design phase
O-2	Coliseum BART to Bay Trail Connector	Multi-use trail
O-3	Lake Merritt-Bay Trail Bike Ped Bridge	Multi-use trail
J-1	Park Boulevard Path/Road Diet	Protected bike lane and pedestrian path on Park Boulevard, including road diet
6	Bike/Ped Bridge from West Oakland to the Bay Bridge	New aerial structure connecting to , requires City ROW (Caltrans project, coordinate to ensure in plan)

Pedestrian Projects/ Safe Routes to Schools

K-1	Lake Merritt BART Ped Improvements	Pedestrian improvement around Lake Merritt BART, Incorporating I-880 undercrossings at Madison/Oak to Jack London
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Complete Streets Projects/ Streetscapes

M-1	27th Street Gateway (Broadway/Valdez)	including intersection improvements and street reconfiguration, landscaping
M-2	Fruitvale Alive Gap Closure Streetscape (Estuary Plan)	Bicycle and Pedestrian improvements to Fruitvale between estuary and E.12th Street
M-3	Telegraph Avenue Complete Streets Phase 1	20th to MacArthur
M-4	20th Street Green Corridor	Broadway to improve ped and bike travel, connect Lake Merritt improvements to downtown core.
M-5	International BRT corridor streetscape improvements (IBTOD)	Install pedestrian streetlights and repair sidewalks along BRT corridor - International and E. 12th, and sidestreets
M-6	LAMMPS Phase 2 (LAMMPS CBT Plan)	Extend ATP funded Laurel Access to Mills Maxwell Park Phase 1 project
M-7	Harrison Oakland street/streetscape improvements (Harrison Oakland CBT Plan)	One-way to two way, road diet, streetscape
M-8	14th Street Streetscape	Lake Merritt to Downtown Core
M-9	W Grand Ave Complete Street and Road Diet (West Oakland Specific Plan)	Mandela Parkway to Market Street; complete streets/road diet/pedestrian improvements
M-10	Bancroft Complete Streets	Complete Street treatment for Bancroft from International to San Leandro border, incorporating buffered bike-lanes and pedestrian

Attachment B - Acronyms used in this Document:

ACTC – Alameda County Transportation Commission – administer of Measure B and Measure BB

ACTC Measure B – ½ cent sales tax adopted in 2000, running through 2022. Most of the funding is fully programmed to projects or direct local distributions

ACTC Measure BB – ½ cent sales tax adopted in 2015, converts to full cent at expiration of Measure B. While most funding is programmed to direct local distributions or individual project, a very substantial portion is devoted to “grouped” projects and programs and is therefore discretionary to be programmed through ACTC-CIP. A small portion of BB was programmed in the initial ACTC-CIP adopted in June 2015.

ACTC-CIP – ACTC Comprehensive Investment Program – five year programming document for all funds administered by ACTC (Measure B, BB, VRF, and other discretionary funds), adopted biannually. The CIP includes an immediate two year allocation plan, which will be updated annually. As a subset of the CIP, all projects in the CIP must also be in the CTP. The next full CIP will be adopted in June 2017.

CMA – Congestion Management Agency – ACTC is the CMA for Alameda County, and in that role programs certain regional and state funds including the STIP, TFCM County Program Manager funds, and OBAG funds.

CTP – Countywide Transportation Plan – a quadrennial plan forecasting transportation needs for the next twenty-five years in Alameda County. Last adopted in 2012, it will be updated in 2016. It is financially constrained to the projected funding available. Feeds into the RTP.

DLD – Direct Local Distributions of Measure B and BB from ACTC to jurisdictions. Previously referred to as “pass-through”.

OBAG – One Bay Area Grants – federal highway funds packaged by MTC and devolved to CMA’s for programming. In the past a portion funds paving by formula to jurisdictions, with a larger portion funding transportation projects serving PDAs. The last grant cycle was in 2013, and Oakland received funds for Lakeshore Green Streets, MLK/Peralta Complete Streets, 7th Street W. Oakland Phase 2, Lake Merritt BART Bikeways (these projects are all approaching implementation). The next grant cycle is planned for late 2016.

RTP – Regional Transportation Plan – the financially constrained long term plan for the 9 County bay area. Current RTP is “One Bay Area”, adopted in 2013, will be updated in 2017. Every project receiving federal funds must programmed be in the RTP, either as an individual project or in a program area.

STIP – State Transportation Improvement Program – the STIP traditionally funds highway projects. A small portion of the statewide STIP is programmed by CMA’s, including ACTC. Amount has varied widely from year to year.

TEP – Alameda CTC Transportation Expenditure Plan – the voter approved list of projects and programs funded through Measure BB.

Attachment B (cont.)

TFCA – Transportation Funds for Clean Air. ACTC programs TFCA County Program Manager Funds for projects that improve air quality. Oakland has received funds for bike sharing, bicycle parking, and Broadway Shuttle operations.

VRF – Vehicle Registration Fee. A fee of \$10 per year per vehicle passed by Alameda County voters in 2010. Administered by ACTC, 60% passes through to jurisdictions for local road repair, and 40% is allocated by ACTC to discretionary projects.