

FILED
OFFICE OF THE CITY CLERK
OAKLAND

10 DEC -9 PM 4:12

CITY OF OAKLAND



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

REBECCA KAPLAN
Councilmember At-Large
atlarge@oaklandnet.com

(510) 238-7008
FAX: (510) 238-6910
TDD: (510) 839-6451

December 14, 2010

Oakland City Council
Oakland, California

TO: Councilmember Nadel and Members of Public Works Committee:

RE: **Verbal Update from Councilmember Kaplan on the Activities of the Alameda County Transportation Commission**

Please see the attached documents regarding the Alameda County Measure B Reauthorization process:

1. An overview from the Alameda County Transportation Commission on the Countywide Transportation Plan and Transportation Expenditure Plan
2. Draft Outline for an Oakland Transportation Plan & Wishlist

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Rebecca Kaplan".

Rebecca Kaplan
Councilmember, At-Large

MEMORANDUM

Date: September 23, 2010

To: Technical Advisory Working Group

From: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs
Saravana Suthanthira, Senior Transportation Planner

Subject: **Overview of the Countywide Transportation Plan Update and Transportation Expenditure Plan Development and Introduction of Consultant Team**

Recommendations

This is an informational item about the Countywide Transportation Plan (CWTP) Update, development of the Sales Tax Transportation Expenditure Plan (TEP), and the roles of the consultant team selected by the Alameda County Transportation Commission (Alameda CTC) in completing these Plans.

Summary

On September 23, 2010, the Alameda CTC approved a consultant team to update the CWTP and develop the TEP. A copy of the draft scope of services (Attachment A) and preliminary schedule (Attachment B) are attached, as well as the schedule for the development of the Regional Sustainable Communities Strategy (Attachment C), with which the plans will be coordinated.

Discussion

Professional and technical planning services are required to support the update and adoption of Alameda County's CWTP, which is expected to be adopted by summer 2012, and develop a new Expenditure Plan for Alameda County's half-cent transportation sales tax measure that could be placed on the November 2012 ballot.

The CWTP will differ from previous plans in that it will include all elements of transportation needs in Alameda County, including capital, operating and maintenance requirements for a 25-year period. The TEP will be developed out of the CWTP development efforts and will serve as a funding mechanism for a portion of the CWTP. A Steering Committee of elected officials from the Alameda CTC has been meeting since May 2010. The Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) have been formed with initial meetings in October 2010.

A Request for Proposals was released on July 1, 2010, for technical studies and outreach efforts. On September 23, 2010, the Alameda CTC selected a consultant team to update the CWTP and develop the TEP. A separate RFP has been issued for polling services related to the development of the TEP

Background

A sales tax reauthorization is currently being considered for the November 2012 ballot and the Regional Transportation Plan is scheduled for adoption in spring 2013. The Countywide Transportation Plan Update will be coordinated with any potential reauthorization, the 2013 Regional Transportation Plan, and the requirements of state climate legislation, Senate Bill (SB) 375.

Schedule and Process

Development of these efforts requires technical, political, public and stakeholder engagement and is anticipated to occur over a two year period as shown in Attachment B. Three committees have been established to provide guidance for the Plans and to include those interested in participating in the process. The three committees are the Steering Committee, a Technical Advisory Working Group and Community Advisory Working Group, as defined in Attachment D.

Scope of Work

The CWTP and Regional Transportation Plan will require the County to meet greenhouse gas (GHG) emission reduction targets set by the State of California under SB 375 in September 2010. Projects and programs included in the TEP will be drawn from the CWTP. Plans development will require working with the 15 local jurisdictions, 6 transit operators, Caltrans District 4, the Port of Oakland, MTC and other stakeholders to identify projects and programs with the goal of meeting regional GHG emission reduction targets and developing an Expenditure Plan that can be approved by 2/3 of Alameda County voters. Attachment A provides an overview of the consultant services that will be implemented by the consultant team selected in September 2010. The final scope of services and contract is still being negotiated, and is anticipated to be completed by the end of October. In summary, the scope includes project management; analysis of existing relevant documents, policies and procedures; coordination with other on-going studies related to this effort; agency and stakeholder coordination; research and knowledge of best practices, including transportation policies and modeling; development of project and program scoring and screening criteria, cost estimating guides and performance measures; assistance in public outreach, including meeting attendance, facilitation and presentation; graphics development; preparation of technical memoranda; polling; and development of draft and final plans.

The consultant team will be responsible for updating the CWTP, which has previously focused on capital investments (including High Occupancy Vehicle and Toll lanes), local streets and roads and transit capital shortfalls, and has incorporated the County Bicycle and Pedestrian Plans, and develop the TEP. In order to address the requirements of SB 375 and other needs, additional areas of emphasis have been identified including: transit oriented

development/priority development areas, parking management, transportation systems management, and goods movement, as well as transit connectivity, maintenance and operations.

Fiscal Impacts:

Budgets have been approved by the ACCMA and ACTIA Boards in June 2010 for these efforts; there is no fiscal impact associated with this information item.

Attachments:

- A. Preliminary Scope of Services
- B. Preliminary Development Implementation Schedule
- C. Sustainable Communities Strategy Schedule
- D. Description of Committees and List of Committee Members: Steering Committee, Technical Advisory Working Group and Community Advisory Working Group

CITY OF OAKLAND



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

REBECCA KAPLAN
Councilmember At-Large
atlarge@oaklandnet.com

(510) 238-7008
FAX: (510) 238-6910
TDD: (510) 839-6451

Date: December 14, 2010
To: Chair Nancy Nadel and Members of Public Works Committee
From: Councilmember Rebecca Kaplan
Subject: **Draft Outline for an Oakland Transportation Plan & Wishlist**

Introduction

This draft outline is submitted for discussion purposes in preparation for the Countywide Transportation Plan (CWTP) and Measure B renewal. The CWTP will include capital, operating and maintenance needs for Alameda County. Programs and projects identified in the CWTP will be funded by the sales tax revenue generated from Measure B. Please consider this outline as a basis for discussion for Oakland's transportation needs and priorities that will be developed into an Oakland Transportation Plan submitted for the CWTP.

Discussion

I. Local road and sidewalk repair and maintenance

- a) Ongoing source of funds for local maintenance and repairs
- b) Support local job creation
- c) Include funding for deep, long-term preventive repair that reduces costs in the long-term
- d) Intersection improvements (e.g. improving intersection flow projects at various locations citywide)
- e) Testing/implementation of new systems such as Recycled asphalt, roadway surfaces that reduce noise, etc.
- f) Intelligent Transportation System - completion of a Traffic Management Center for Oakland that tracks major roadway flows/and interconnected signals by fiber optics
- g) Traffic Signal timing and improvements (e.g. installing upgraded traffic signals to coordinate signal timing, and allow for rapid transit and emergency vehicles to have signal priority).
- h) Truck route designation, heavy-weight pavement improvement, and signage
- i) Improvements to rail crossings

II. Transit operations and key new service

Ensure ongoing source to fund transit operations, including ensuring access to work, school, and vital services. Through programs and projects such as:

- a) Eco passes with employers, including City of Oakland employees (also known as EasyPass at AC Transit, <http://www.actransit.org/rider-info/easypass/easypass-for-employers/>)
- b) Free youth passes/school district discount pass system
- c) Night-time service and service to job sites
- d) Transit access for health and recreation destinations
- e) Paratransit
- f) Broadway streetcar, <http://www.oaklandstreetcarplan.com/> (Broadway shuttle as interim first step; including new shuttle stops)
- g) Rapid Bus improvements on key corridors (San Pablo, MacArthur, 98th Ave, etc.) including bus pads to prevent pavement dents and other Rapid Transit improvements
- h) Hegenberger corridor Light Rail connecting Oakland International Airport to the Eastmont Transit Hub

III. Transit Oriented Development

- a) Seek planning funds to complete full planning of Priority Development Areas and other Transit Oriented Development (TOD) Projects
- b) Seek support for resources for **Implementation of TOD** plans both in terms of:
 - a. Nodes – a focused point of infill development, also called hubs, such as a BART station; and
 - b. Corridors – street areas identified as priorities for infill development; as well as
 - c. Seeking support for the needed surrounding infrastructure improvements, e.g. sidewalks, bike lanes, lighting, etc.

Nodes/Hubs: (examples)

Coliseum Station Area ¹	Fruitvale BART (Phase I already complete)
Broadway/Valdez	Lake Merritt Station Area
Downtown BART Stations (12 th & 19 th)	MacArthur BART Station
Eastmont Town Center Area	West Oakland BART Station

Priority Development Corridors: (examples)

Level A: East 14th/International Blvd, Broadway, San Pablo

Level B: MacArthur, Hegenberger, Telegraph, Foothill, Shattuck, 98th Ave

IV: Bicycle and Pedestrian Facilities and Programs

- a) Safe Routes to Schools
- b) Update and Implement Bicycle Master Plan, <http://www.oaklandpw.com/page122.aspx>
- c) Provide Bike repair and rental programs
- d) Update and Implement the Pedestrian Master Plan, <http://www.oaklandnet.com/government/pedestrian/index.html>
- e) Implement ADA-related improvements
- f) Implement wayfinding signage in business districts and major corridors

¹ Coliseum Live

Examples of projects which could be completed soon for major impact(s):

- a) Key connections, e.g. 41st Street, Clay/Washington, Fruitvale, connections to schools and other job and transit hubs
- b) Staffed bike stations (secure parking, repairs, etc), e.g. Uptown (by 19th Street BART)

V: Goods Movement

- a) Regional truck route study completion
- b) Truck route design, implementation, signage, and enforcement
- c) Provide a truck service center at or near the Port (including servicing and maintaining retrofits) and safe access to bathrooms, food, and other amenities for truck drivers
- d) Implement cold-ironing and other Port pollution reduction technologies (including for ships)
- e) Expand and improve rail connections for Port and other trade and logistical sites
- f) Reduce idling delay and waiting in line for truck drivers picking up/dropping off at Port

VI. Regional Projects Important to Oakland

- a) Army Base: 7th Street Corridor and related area improvements
- b) Downtown Access: Begin the EIR process and implement the Broadway/Jackson project, which includes new downtown freeway access from I-880 onto 5th Street and from Market Street onto I-880; fixing the Posey Tube exit and safety issues from Alameda into Oakland; and, widening the I-880 Oak Street north off-ramp
- c) Complete the I-880 Regional improvement projects, including: 23rd/29th Street freeway reconfiguration; and, 42nd/High Street reconfiguration
- d) Soundwalls where needed along Highway 24

VII. Other

- a) Taxis – expand and improve existing taxi stand placement
- b) Public safety services, such as Safety Ambassadors or dedicated walking beat patrols, for general pedestrian safety, safe routes to schools, etc.
- c) Car share pods for services like City CarShare, <http://www.citycarshare.org/>
- d) Alternative fuels – e.g. electric charging and biodiesel station for trucks and automobiles
- e) Parking demand management study (and implementation tools)
- f) Re-arranging parking to make it more effective (e.g. garages in certain spots)
- g) Transportation committee to oversee and ensure implementation of City's transportation plans and services
- h) Smart Streets Master Plan – long-range goal to integrate the Pedestrian Safety Plan, Bicycle Master Plan, Streetscape Plans, PDA's and Street Design Guidelines into a comprehensive "Complete Streets" Vision Document for Oakland