



Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) Meeting Agenda

Thursday, December 8, 2011, 1:30 to 5 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since the last meeting
- Receive an update on the second-round evaluation results for the CWTP
- Review and provide input on the Draft TEP
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

1:30 – 1:35 p.m. **1. Welcome and Introductions**

1:35 – 1:40 p.m. **2. Public Comment**

1:40 – 1:45 p.m. **3. Review of November 10, 2011 Minutes**

[03 CAWG TAWG Joint Meeting Minutes 110711.pdf](#) – Posted prior to the meeting

1:45 – 1:50 p.m. **4. Update on CWTP-TEP Activities Since Last Meeting**

1:50 – 2:40 p.m. **5. Presentation of CWTP Second Round Evaluation Results**

[05 Presentation CWTP 2nd Round Evaluation Results.pdf](#) – Page 1
[05A Memo CWTP 2nd Round Evaluation Results.pdf](#) – Page 7

2:40 – 4:40 p.m. **6. Presentation and Discussion of the Draft TEP**

[06 Presentation Draft TEP.pdf](#) – Page 41

[06A Draft TEP.pdf](#) – Page 63

[06B Responses to TEP Comments.pdf](#) – Page 109

[06B1 Response to the Community Vision Platform.pdf](#) – Page 119

[06C Outreach Summary.pdf](#) – Page 129

4:40 – 4:45 p.m. **7. SCS/RTP: Update on Countywide and Regional Processes**

[07 Memo Regional SCS-RTP CWTP-TEP Process.pdf](#) – Page 249

4:45 – 4:50 p.m. **8. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** |

[08 CWTP-TEP Committee Meetings Schedule.pdf](#) – Page 261

[08A CAWG-TAWG Rosters.pdf](#) – Page 265

4:50 – 5:00 p.m. **9. Member Reports/Other Business** |

5 p.m. **10. Adjournment**

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

Next Joint CAWG/TAWG Meeting:

Date: January 12, 2012

Time: 1:30 to 5 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

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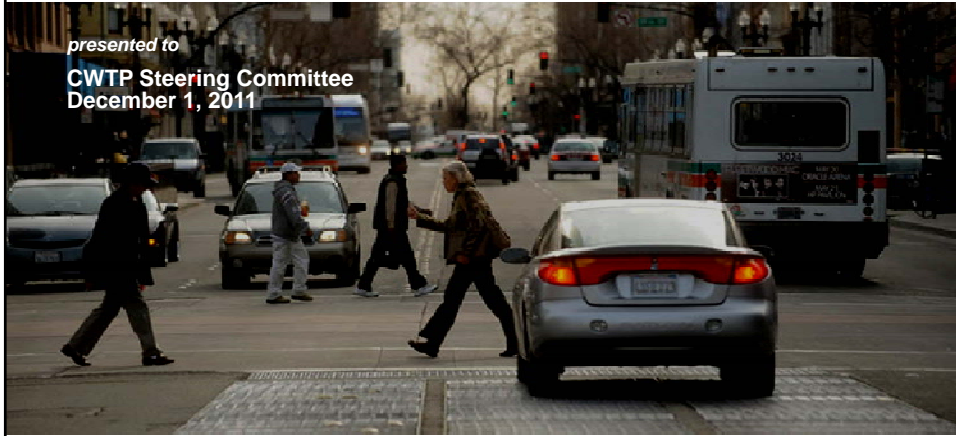
Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank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

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

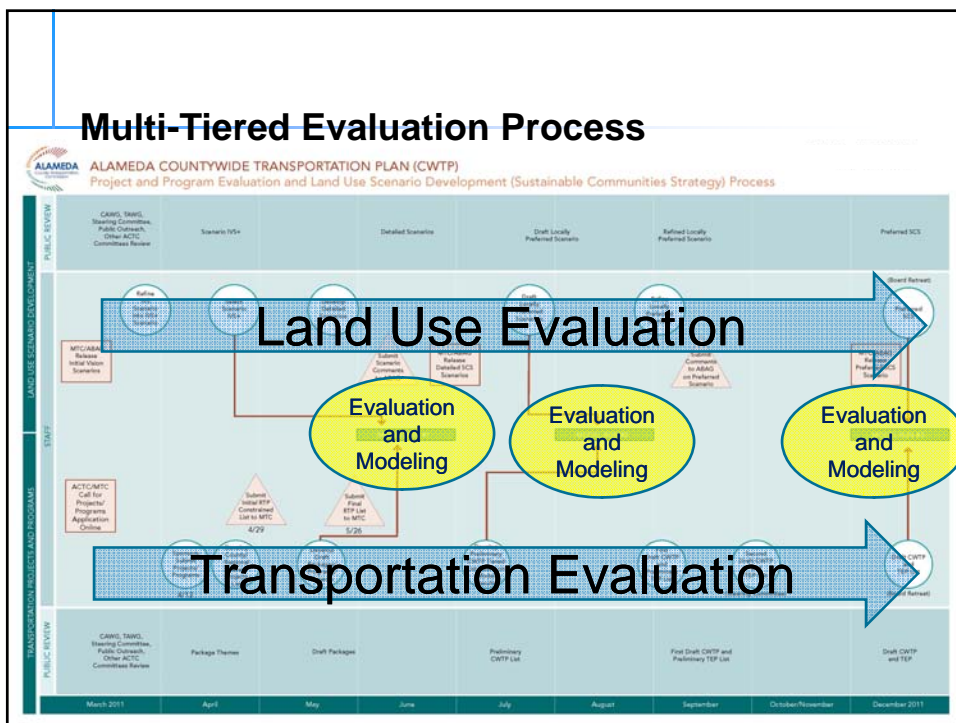
Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

Alameda Countywide Transportation Plan Update Scenario Evaluation Results

presented to
CWTP Steering Committee
December 1, 2011



Multi-Tiered Evaluation Process

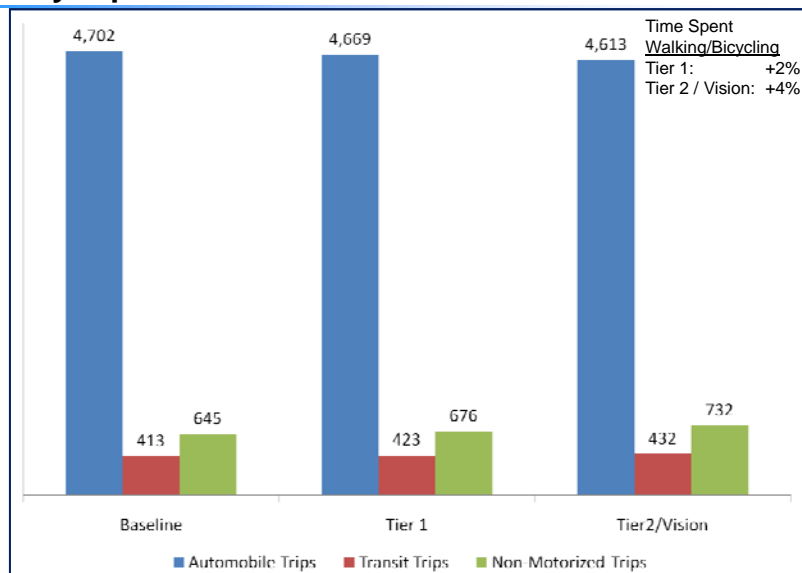


Scenario Evaluation Key Features

- Overall Countywide Performance
- Three Transportation Investment Scenarios
 - » Baseline
 - » Tier 1
 - » Tier2 / Vision
- Constrained Funding: \$6.8 Billion
 - » Assumes extension of sales tax, not augmentation
- More Focused Land Use
- Refined Performance Measures

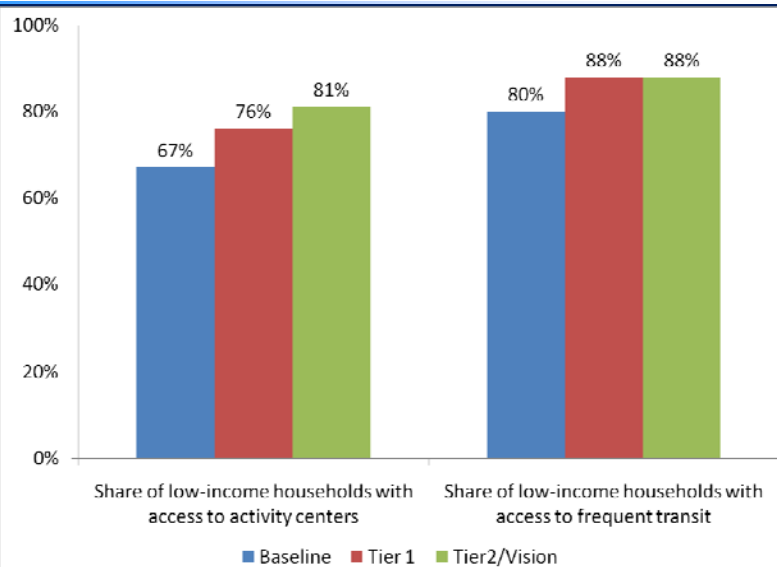
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Supporting Modal Shifts and Healthy Living Daily trips in thousands



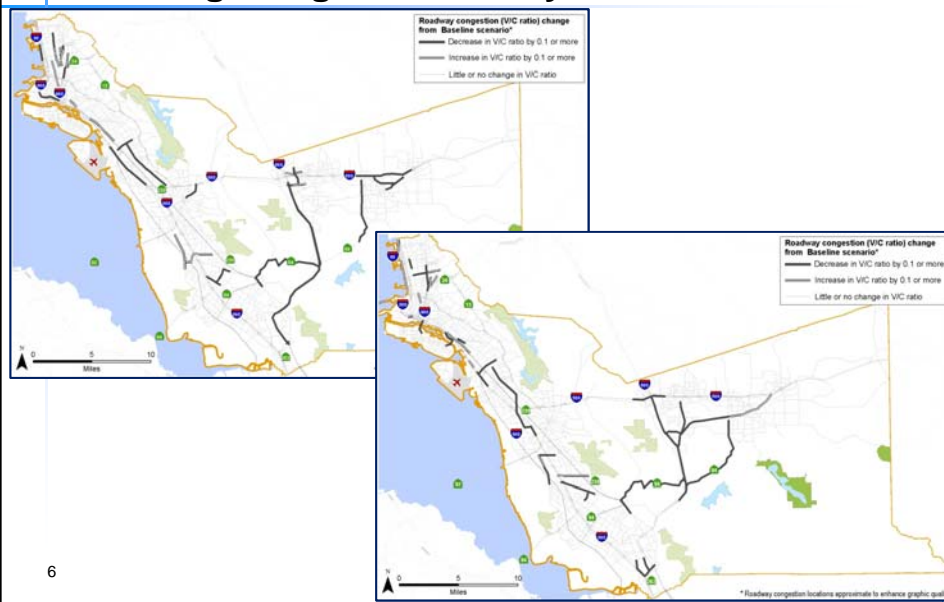
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Improving Access to Activity Centers and Frequent Transit



5

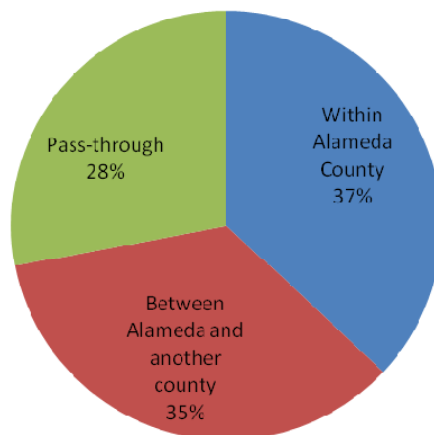
Reducing Congestion in Key Corridors



6

Accommodating Pass-Through Trips Regional Coordination Needed

Vehicle Miles of Travel in Alameda County, 2035



7

Supporting Regional GHG Reduction Efforts

- **Small Greenhouse Gas Reductions**
 - » 0.3% reduction between Baseline and Tier 1
 - » 1.7% reduction between Baseline and Tier 2 / Vision
- **Other GHG Reduction Elements**
 - » **Included in Baseline Scenario**
 - Focused land use in Alameda County
 - Vehicle technology and fuel
 - » **Strategies Outside Alameda County**
 - Land use
 - Transportation investments

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Next Steps

- **Revise CWTP, Chapter 6 and release Draft CWTP (December 2011/January 2012)**
- **Send draft CWTP priorities to MTC (December 2011)**
- **Refine model results based on final land use scenario (spring, 2012)**
- **Adopt Final CWTP (May/June 2012)**
- **Potentially revise CWTP to include additional funding based on TEP outcome (fall, 2012)**

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Memorandum

TO: Alameda County Transportation Commission

FROM: Cambridge Systematics, Inc.

DATE: November 28, 2011

RE: Summary of Performance Evaluation and Model Results ,
Draft Countywide Transportation Plan: Baseline, Fully Funded (Tier 1), Partially
Funded (Tier 2) and Vision Scenarios

This memorandum summarizes performance evaluation results for the Draft Alameda Countywide Transportation Plan (CWTP). Evaluation results are reported for three scenarios:

- Baseline (existing plus committed projects and programs),
- Fully funded projects and proposed additional program spending (Tier 1), and
- Partially funded projects (Tier 2)/Vision -all programs and projects. Some projects are recommended for partial funding because they represent a commitment to project development or a specific phase of development.

Fully funded and partially funded projects and programs represent what can be implemented within the approximately \$6.8 billion anticipated revenue for the next 28 years, and assume an extension of the ½ cent local sales tax for transportation. Since an augmented sales tax is being considered for Alameda County, which would increase revenues beyond the \$6.8 billion estimate, a Tier 2/Vision scenario is also evaluated. Appendix A provides tables with more details on the performance evaluation results for the three scenarios. Appendix B identifies assumptions used in the performance evaluation including a list of all projects by funding commitment, program funding levels, land use assumptions and a comparison to previous performance measure results.

The performance evaluation results will be used to inform Chapter 6, Projects and Programs, of the Draft CWTP, which will be reviewed by the Steering Committee and Working Groups in December 2011 and January 2012.

Background

In March 2011, the Steering Committee adopted performance measures for evaluating programs and projects for inclusion in the CWTP and ultimately the Transportation Expenditure Plan (TEP). The first performance evaluation results, which were part of exploratory analysis of draft plan scenarios, were presented in July 2011. The July results were used along with information about commitment to on-going programs and projects, congestion relief, and

maintenance to develop the financially constrained lists of programs and projects released in the Administrative Draft CWTP by the Steering Committee in September 2011. The Administrative Draft CWTP program and project lists were adjusted to reflect comments received in October 2011, and a second round of evaluation was conducted in November 2011. The results for this second evaluation, which are the subject of this memorandum, will be used to inform the Draft CWTP, which will be reviewed by the Steering Committee and Working Groups in December 2011 and January 2012.

Compared to the July evaluation, the November evaluation:

- **Focuses on overall countywide performance.** The November evaluation focuses only on overall countywide and subarea performance results. Individual projects are not reevaluated.
- **Includes three new transportation investment scenarios.** The July evaluation included five exploratory scenarios for the year 2035. The November evaluation includes three comparative scenarios that differ by investment level for year 2035:
 - Future Baseline scenario including committed projects and limited programmatic spending;
 - Tier 1 (fully funded) scenario including Baseline commitments, fully funded projects and proposed additional program spending, and
 - Tier 2/Vision (partially funded) scenario including Tier 1, 2 and Vision projects and assuming full program funding.

Projects included in the Tier 1 scenario were identified through a performance evaluation process and with the input from the CWTP-TEP Advisory Working Groups, Steering Committee, and public input. The draft list of projects and program funding amounts are provided in Appendix B.

- **Reflects financially constrained funding levels.** The July evaluation reflected initial estimates of discretionary funding of about \$12 billion, whereas the combined Fully Funded (Tier 1) and Partially Funded (Tier 2) scenarios represent about \$6.8 billion (consistent with the draft RTP assumption), of which two-thirds is generated from local sources including existing Measure B and Measure F (vehicle registration fee) revenues.
- **Reflects more focused land uses.** The land use assumptions for the November evaluation were changed from the July analysis such that: (1) jobs and employed residents were slightly reduced for the whole Bay Area (2) jobs were increased slightly in Alameda County while employed residents, population and households stayed approximately the same; and (3) population and employment was redistributed among the individual jurisdictions to focus growth in Priority Development Areas (PDAs). Appendix B provides more detail on these changes and explains the process for developing the land use assumptions.
- **Assesses refined performance measures.** The November evaluation includes a new congestion-focused performance measure (percent of congested roadway segments during

peak periods¹). The performance measure for roadway state of good repair was refined to better match information provided by MTC, and is now defined as “additional funding necessary to maintain current pavement conditions.”

Summary

Consistent with ABAG and MTC land use projections released in the Alternative Land Use Scenarios in August 2011, Alameda County’s year 2035 households and employment are projected to increase to about 697,000 and 875,000, respectively (Table 1). These increases equate to 28 percent growth from current levels for households, and 19 percent for employment.

As a result, model forecasts indicate that in the future, approximately 5.7 million trips will be made each day in Alameda County and about 50 million vehicle miles of travel (VMT) will occur. These values correspond to an approximately 24 percent trip growth and 40 percent VMT growth. Alameda County’s future VMT is projected to be split between three components:

- 37 percent are for trips that begin and end in Alameda County;
- 35 percent are for trips between Alameda County and another county; and
- 28 percent are for trips that pass through Alameda County without stopping.

Table 1 –Daily Trips and Vehicle Miles/ Hours of Travel Within Alameda County

	Current Year	Baseline – (July 2011 Analysis)	Baseline – (Nov, 2011 Analysis)	Tier 1	Tier2/Vision
Drive alone	2,393,000	2,943,000	2,880,000	2,859,000	2,831,000
Carpool	1,442,000	1,773,000	1,822,000	1,810,000	1,782,000
Transit	269,000	358,000	413,000	423,000	432,000
Bicycle	78,000	95,000	99,000	98,000	96,000
Walk	442,000	523,000	546,000	578,000	636,000
Total Trips	4,625,000	5,691,000	5,760,000	5,768,000	5,778,000
Daily Vehicle Miles of Travel ^a	35,918,332	52,019,356	50,430,000	50,720,829	50,391,456
Daily Vehicle Hours of Travel ^a	921,614	1,556,572	1,457,000	1,453,629	1,399,936
Households	542,250	693,540	696,834		
Employment	735,460	835,183	874,605		

^a includes drive alone and carpool modes; does not include heavy trucks

¹ Congestion is defined as roadway segments operating at volume to capacity ratios exceeding 0.75 (moderately congested) and 1 (severely congested). These thresholds are consistent with ones used by the Metropolitan Transportation Commission

To accommodate these household, employment and travel increases, a balanced investment in transportation infrastructure and services will be needed. Table 2 summarizes performance results for the entire county for the three scenarios; detailed tables are provided in Appendix A. Highlights of the performance evaluation results are discussed below.

Comparison of Scenario Results

Overall, the Tier 1 scenario shows improved performance compared to the Baseline scenario. Most importantly, drive alone and carpool trips are reduced even though total trip making increases for the Tier 1 and Tier 2/Vision scenarios. The reduced driving is accompanied by increases in transit and non-motorized travel, with the largest increase occurring for walking. This increase in non-motorized travel leads to an increase in physical activity as measured by the time spent walking and bicycling each day.

Accessibility to activity centers and frequent transit improved by the largest margins, resulting primarily from improved transit frequencies serving major activity centers. As a result of plan investments, 76 percent of the lowest income households will have convenient access to employment/activity centers, compared to 67 percent in the Baseline, and 88 percent will have access to frequent transit compared with 80 percent in the Baseline. Under Tier 2/Vision, performance for both measures improve to 81 percent and 88 percent respectively. Accessibility to activity centers improved most in North and South county planning areas (see Table A.3) whereas access to frequent transit improved most in the South and East county planning areas (see Table A.4).

Most other measures also showed positive change. Daily transit boardings in the Tier 1 and Tier 2/Vision scenarios increased by 6 and 12 percent, respectively, over the Baseline (from 613,000 to 648,000 and 689,000), and walking trips increased by 6 and 16 percent, with the greatest improvements in North and Central counties.

The percentage of countywide lanes miles that are moderately or severely congested decreases (see Table 2 and Table A.1). Results in Appendix A, Table A.1 also indicate that congestion levels decrease for all planning areas in either the A.M and/or P.M peak periods, particularly in South and East counties.

Figures 1 and 2 illustrate roadways within Alameda County that experience substantive changes in peak-period congestion levels, as measured by changes in the volume to capacity ratio, for the Tier 1 and Tier 2/Vision scenarios. About 110 lane miles experience reduced peak period congestion in both scenarios, while approximately 25 lane miles experience increased congestion.

Greenhouse gas and particulate matter emissions declined by small margins (less than one percent between Baseline and Tier 1, and almost 2 percent between Baseline and Tier 2/Vision). These estimates reflect emission reductions from major transportation projects and programs, and should be considered quite conservative since other key strategies such as land use policies, low carbon fuel, and vehicle technology are already reflected in the Baseline scenario. Further, these estimates don't reflect land use and transportation strategies that are being considered in adjacent counties or at a regional level, which could lead to a reduction in pass through trips and associated emissions.

Table 2 – Summary Performance Results for Selected Measures

Performance Measure	Definition and Corresponding Detailed Appendix Table	Baseline	Tier 1	Tier 2/ Vision
Congestion	% of lane miles moderately or severely congested during AM (PM) peak period (A.1)	29% (33%)	27% (33%)	27% (31%)
Alternative modes	% trips made by non-automobile modes (A.2)	18%	19%	20%
Activity center accessibility	% of low-income (<\$25k annual) households within 20 min. drive or 30 min. transit ride of activity center or 0.5 mi from grade school (A.3)	67%	76%	81%
Public transit accessibility	% of low-income (<\$25k annual) households within 0.25mi of bus route or 0.5mi rail transit stop (A.4)	80%	88%	88%
Public transit usage	Daily public transit ridership (A.5)	613,201	648,062	689,456
Transit efficiency	Transit passengers carried per transit revenue hour of service offered (bus only) (A.6)	54	49	51
Travel time	Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) 1-hr peak period, drive alone trips (A.7a)	48 (44)	46 (42)	45 (41)
	Same as above for transit trips (A.7d)	74	72	71
Reliability	Average ratio of AM (PM) 1-hr peak period to off-peak period travel times for selected origin-destination pairs, drive alone trips (A.8a)	1.6 (1.5)	1.6 (1.5)	1.6 (1.4)
	Same as above for transit trips (A.8d)	1.1	1.1	1.1
Maintenance	Unmet maintenance needs over 28 years assuming current pavement conditions	Please see Figure A.1		
	Percentage of remaining service life for transit vehicles in 2035 (A.9)	23%	35%	41%
Safety	Annual projected injury and fatality crashes (A.10)	13,045	13,121	13,035
Physical Activity	Total daily hours spent biking or walking (A.11)	231,531	235,366	240,678
Clean Environment	Tons of daily greenhouse gas emissions (A.11)	19,777	19,722 (0.3% reduction)	19,443 (1.7% reduction)
	Tons of daily particulate (PM 2.5) emissions (A.12)	1.61	1.60	1.57

Figure 1 – Roadway Congestion Changes for Tier 1 Scenario

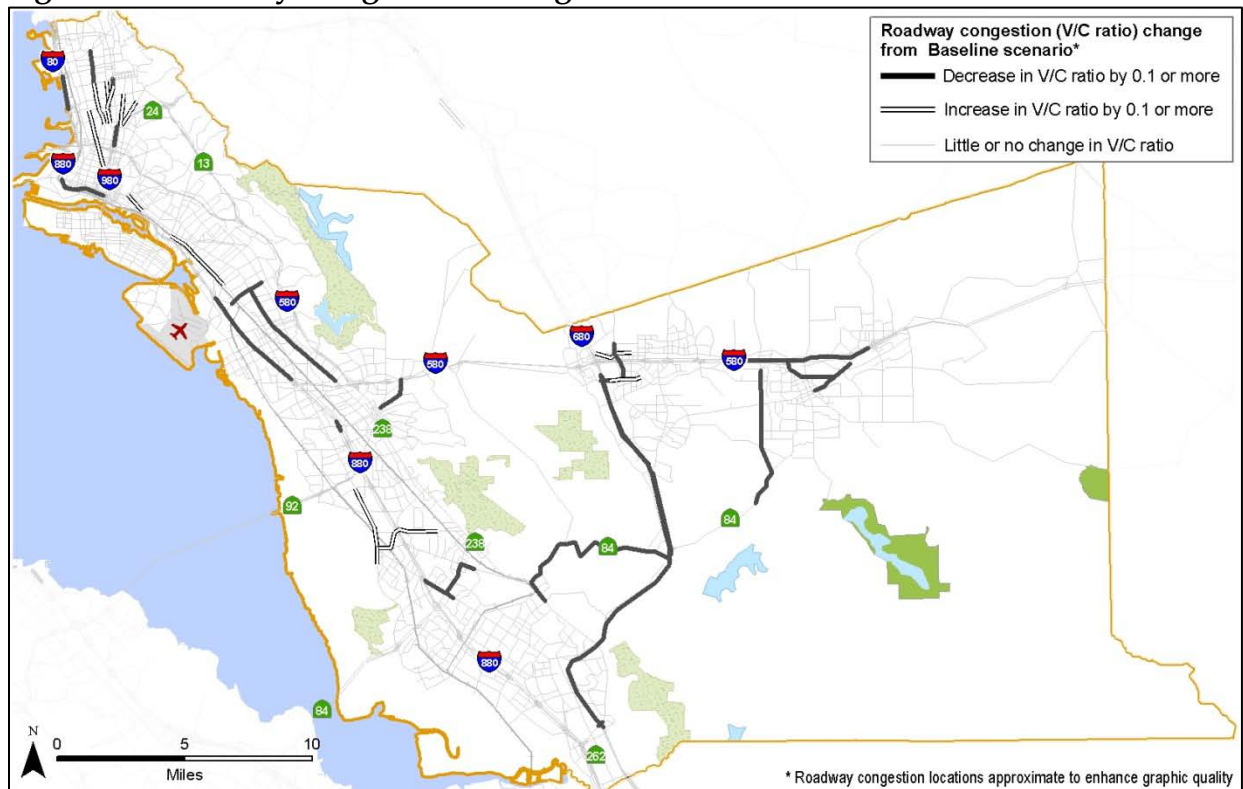
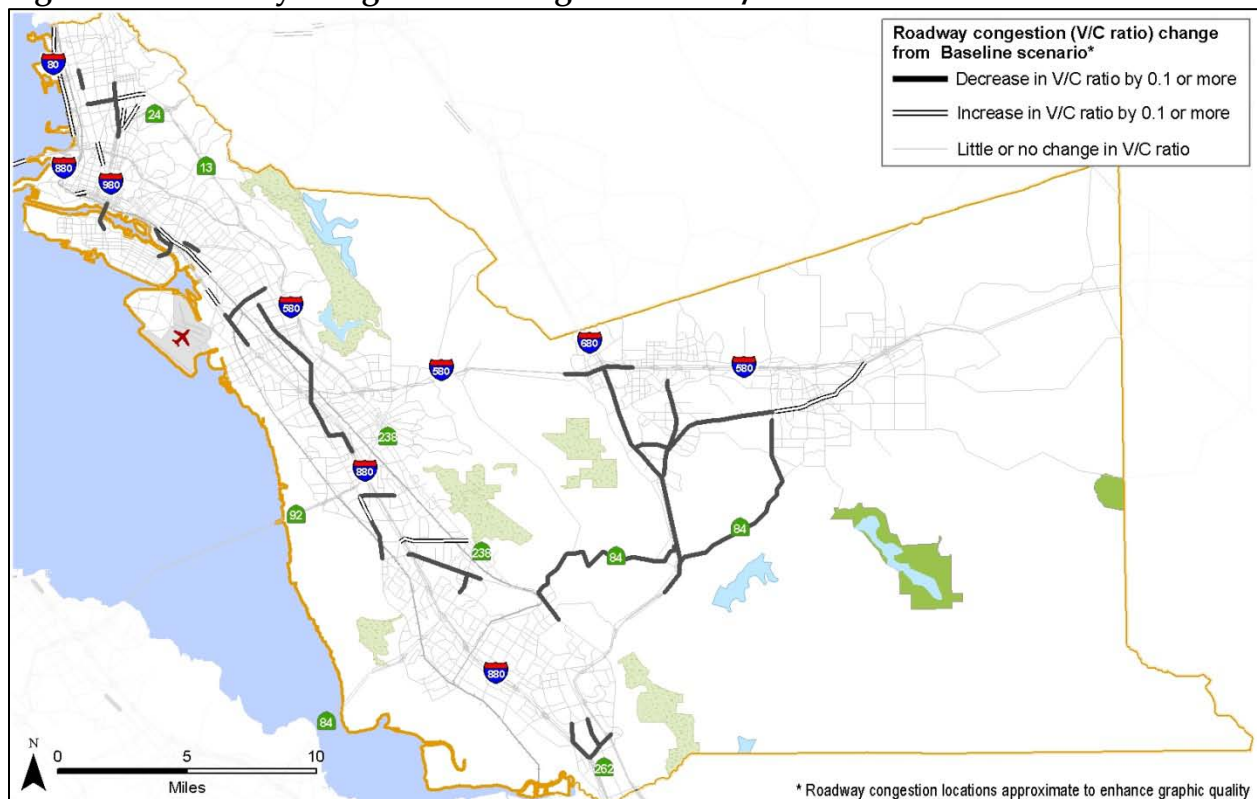


Figure 2 – Roadway Congestion Changes for Tier 2/Vision Scenario



Modest Performance Changes are Observed in Some Cases

Although most measures show improvement, these improvements are small in some cases and decline in a few other cases for two principal reasons. First, the CWTP scenarios include a range of capital and programmatic investments across all travel modes and geographic areas creating a balanced investment portfolio. This portfolio improves performance for some measures (e.g. accessibility and congestion), but leaves others such as mode of travel or travel times minimally changed or unchanged. While a noticeable change in mode split – or any specific performance measure – could potentially occur with an investment portfolio that is heavily concentrated in an individual mode and/or geographic area, such imbalanced investment could have undesirable effects on other performance measures.

Second, inherent limitations with travel demand modeling limit the ability to capture the full extent of performance benefits from program and smaller scale capital investments. For example, the travel model used for the evaluation cannot forecast the benefits of planned investments in travel demand management, roadway maintenance, or smaller intersection improvements, all of which are important components of the proposed draft CWTP.

A few measures exhibit slightly declining performance for the Tier 1 and/or Tier 2/Vision scenarios:

- **Peak to off peak travel times:** Although congestion was reduced for Tier 1, the average ratio of peak to off peak travel times remained essentially the same. However, this result is primarily driven by improved conditions in the off-peak period rather than a degradation in peak period conditions. Also, these countywide results mask the fact that peak travel times improve in many corridors. For example, trips from East County to San Jose showed a reduction in the peak to off peak ratio, indicating that peak period congestion was reduced more significantly than off-peak congestion in this travel corridor.
- **Maintenance:** MTC has released data showing that \$3.4 billion is needed to maintain current roadway pavement conditions across the county², and an additional \$0.9 billion is needed to achieve a PCI rating of 75 (“state of good repair”) in each jurisdiction. Figure A.1 in Appendix A shows committed revenue and shortfall by jurisdiction for both pavement condition scenarios.
- **Safety:** The expected number of fatal and injury collisions is essentially unchanged between the three scenarios, which reflects relatively stable forecasts of vehicle-miles travelled.
- **Transit Efficiency:** Transit service efficiency (riders per revenue hour) for bus transit decreases slightly. Although transit ridership increases, the increase is not proportional to the increase in service hours provided. This ratio improves somewhat in the Tier2/Vision scenario relative to Tier 1 since the percentage increase in ridership is larger than the percentage increase in transit hours of service between the two scenarios. This result suggests that transit service in Tier 2/Vision is somewhat more focused in areas that have a greater potential to generate new ridership.

² Current conditions, as measured by the Pavement Condition Index (PCI), average 69 across Alameda County with a range of 56 to 78 for individual jurisdictions.

Appendix A provides detailed tables for each measure.

Appendix B provides the assumptions for the scenarios in terms of land use and infrastructure investments.

Appendix A – Detailed Tables for Performance Measures Results

This Appendix provides the following detailed tables and figures illustrating performance results:

- Table A.1 – Percent of Lane-Miles Congested During Peak Periods
- Table A.2 – Percentage of Trips by Mode of Travel
- Table A.3 – Activity Center Accessibility
- Table A.4 – Public Transit Accessibility
- Table A.5 – Public Transit Daily Ridership
- Table A.6 – Transit Passengers by Revenue Hour
- Tables A.7a-A.7d – Minutes of Average Travel Time – Drive-Alone Mode, Carpool Mode, Heavy Truck Mode, Transit Mode
- Tables A.8a-A.8d – Peak to Off-Peak Travel Time Ratios – Drive-Alone Mode, Carpool Mode, Heavy Truck Mode, Transit Mode
- Figure A.1 – Capital Funding Needs to Maintain Current Pavement Conditions over 28 Years.
- Table A.9 – Transit Vehicle Conditions
- Table A.10 – Collisions by Type
- Table A.11 – Daily Hours Spent Bicycling and Walking
- Table A.12 – Greenhouse Gas and Particulate Matter Emissions

Brief observations on key trends and notable results are included for each set of related performance measures.

Table A.1 Congested Lane-Miles During Peak Periods

	Percent of Total Lane-Miles			
	A.M. One-Hour		P.M. One-Hour	
	Moderately Congested (v/c 0.75-1.00)	Severely Congested (v/c >1.00)	Moderately Congested (v/c 0.75-1.00)	Severely Congested (v/c >1.00)
Baseline				
North	20%	9%	23%	10%
Central	23%	8%	29%	9%
South	22%	4%	21%	6%
East	21%	8%	24%	11%
County All	21%	8%	24%	9%
Tier 1				
North	20%	9%	22%	11%
Central	24%	8%	28%	8%
South	21%	3%	20%	5%
East	18%	8%	24%	9%
County All	20%	7%	24%	9%
Tier 2/Vision				
North	19%	10%	22%	10%
Central	22%	8%	28%	8%
South	20%	4%	20%	5%
East	18%	6%	24%	8%
County All	20%	7%	23%	8%

Table A.1 displays congested lane mileage results for the three scenarios at the sub-county and county levels. These peak-hour congestion levels are generally consistent with expectations; they remain stable or slightly decreased for Tier 1 compared to Baseline, and for Tier 2/Vision compared to Tier 1. While congestion reduction between these scenarios is seen throughout the County, the largest reductions occur in the East County (e.g. “severely congested” lane miles decreases from 11% in Baseline to 9% in Tier 1; moderately congested decreases from 21% in Baseline to 18% in Tier 1.) This result reflects planned capital investments in BART and I-580 HOV/HOT lanes.

The mode of travel results in Table A.2 show relatively minor changes for the Tier 1 and Tier 2/Vision scenarios compared to the Baseline. The most noticeable change is in the extent of walking in North County. While the magnitude of transit and non-motorized investments may have created an expectation for a larger mode split away from drive alone, the CWTP scenarios actually include a range of capital and programmatic investments across all modes of travel and geographic areas creating a balanced investment portfolio. This type of balanced portfolio improves performance for some measures (e.g. accessibility and congestion), but leaves others

such as mode of travel minimally changed or unchanged. A noticeable change in mode split would potentially occur with an investment portfolio that is heavily concentrated in an individual mode and/or geographic area, but such imbalanced investment could have undesirable effects on other performance measures.

The accessibility metrics in Tables A.3 and A.4 show strong and consistent improvements throughout the County, especially for access to public transit. The strongest access improvements occur for the lowest income quartile.

For the Tier 1 scenario, activity center accessibility improves in the North, Central and South regions, and remains stable for East County. This sub-regional difference is created by the improved bus service for North, Central and South counties (relative to Baseline), while the BART to Livermore Phase I project under the Tier 1 scenario does not increase access to employment centers (within a 30 minute travel time) due to required transfers between the express bus and rapid rail. The Tier2/Vision scenario extends BART rapid rail through Livermore. The combination of eliminating the rail/bus transfer and directly serving more employment centers with rail results in a large accessibility improvement for East County. It should be noted that BART to Livermore Phases I and II evaluated in this effort were representative of a one-station and bus extension, and a two-station extension to the Greenville Road area. BART is in the process of developing more detailed descriptions of both phases.

Table A.2 Percent of Daily Trips by Mode of Travel

Planning Area	Drive-Alone	Carpool	Transit	Walk	Bicycle
Baseline (5.76 million countywide trips)					
North	46%	30%	11%	12%	2%
Central	53%	33%	6%	8%	1%
South	53%	34%	4%	8%	1%
East	55%	33%	4%	8%	1%
County – All	50%	32%	7%	9%	2%
Tier 1 Scenario (5.77 million countywide trips)					
North	45%	29%	11%	13%	2%
Central	53%	32%	6%	8%	1%
South	52%	34%	4%	8%	1%
East	55%	32%	4%	8%	1%
County – All	50%	31%	7%	10%	2%
Tier 2/Vision Scenario (5.78 million countywide trips)					
North	44%	29%	11%	14%	2%
Central	52%	32%	6%	9%	1%
South	52%	33%	5%	9%	1%
East	54%	32%	4%	9%	1%
County – All	49%	31%	7%	11%	2%

Note: Totals may not equal sums due to rounding.

Table A.3 Activity Center Accessibility

Planning Area	Households within a peak period 30-min transit ride and a 20-min drive of one employment center and a 0.5-mile walk of a grade school by income group			
	< \$45,000	\$45,000-\$81,000	\$81,000-\$135,000	> \$135,000
Baseline				
North	75%	70%	65%	54%
Central	70%	69%	65%	53%
South	28%	29%	28%	21%
East	31%	24%	22%	16%
County - All	67%	58%	49%	36%
Tier 1				
North	85%	80%	73%	58%
Central	75%	73%	69%	55%
South	44%	44%	41%	34%
East	30%	24%	22%	17%
County - All	76%	66%	55%	41%
Tier 2/Vision				
North	90%	86%	78%	64%
Central	79%	78%	75%	64%
South	51%	51%	48%	43%
East	37%	31%	29%	21%
County - All	81%	72%	61%	48%

Note: Household income is shown in year 2010 dollars.

Public transit access (Table A.4) improves in all sub-regions for the Tier 1 and Tier 2/Vision scenarios, and in some cases exhibits patterns that are not consistent with activity center accessibility shown in Table A.3. For example:

- In South County, public transit access improves by over 40 percentage points for Tier 1 and Tier 2/Vision scenarios, while activity center access improves by 10 to 20 percentage points. The changes to public transit access are related to bus service reduction in the Baseline scenario, which results in many local bus routes in the South County not meeting the definition of “frequent bus service”. Bus service restoration and expansion in the Tier 1 and Tier 2/Vision scenarios, plus construction of the Irvington BART station, results in a majority of South County households being located near a rail stop or bus route with frequent service.
- For East County, public transit access improves in the Tier 1 scenario even though activity center access had shown no change. The public transit access improvements for Tier 1 are created by bus service restoration and expansion, as occurred in South County, combined with implementation of the BART to Livermore Phase I (BTL I) project (which adds a rail

station and express bus service to several PDAs). While these Tier 1 features improve transit *access* for many East County residents, they do not improve transit travel times to employment centers in adjacent subregions or counties. It should be noted that BART to Livermore Phases I and II evaluated in this effort were representative of a one-station and bus extension (Phase I), and a two-station extension (Phase II) to the Greenville Road area. BART is in the process of developing more detailed descriptions of both phases.

Daily transit ridership (Table A.5) shows an expected increase for the Tier 1 and Tier 2/Vision scenarios. Some transit options show ridership decreases due to shifts between transit modes as rail service is expanded, bus service is restored, and walk and bicycle access times to some rail stations is improved. For example, East Bay Ferries show decrease for Tier 1 due to increased express bus frequencies in this scenarios (relative to the Baseline scenario). For the Tier 2/Vision scenario, some ferry riders are shifting to BART due to improved walk/bicycle access times in PDAs that are near most BART stations. BART ridership is being affected by the same bus frequency and walk/bicycle access factors.

Table A.4 Public Transit Accessibility

Planning Area	Share of households within $\frac{1}{4}$ mile of frequent bus service, or $\frac{1}{2}$ mile of a rail transit stop, by household income			
	< \$45,000	\$45,000-\$81,000	\$81,000-\$135,000	> \$135,000
Baseline				
North	94%	92%	86%	74%
Central	87%	84%	78%	66%
South	22%	20%	20%	13%
East	2%	4%	5%	5%
County-all	80%	68%	54%	40%
Tier 1				
North	97%	94%	91%	83%
Central	90%	87%	82%	72%
South	62%	63%	59%	51%
East	25%	22%	21%	17%
County-all	88%	79%	69%	56%
Tier 2/Vision				
North	97%	96%	95%	92%
Central	92%	89%	84%	73%
South	68%	67%	64%	55%
East	13%	13%	13%	11%
County-all	88%	79%	69%	58%

Notes: Household income is shown in year 2010 dollars.

Frequent bus service, for this analysis, is a route with peak-period headways of 14 minutes or less.

Table A.5 Public Transit Daily Boardings in Alameda County

Scenario	Baseline	Tier 1	Tier 2/Vision
BART	270,439	270,334	259,582
Conventional Rail ^a	1,948	4,348	4,511
AC – Local	302,606	331,614	383,196
AC – Transbay	18,621	20,043	19,582
LAVTA	6,180	7,767	8,730
Union City	1,759	2,418	2,992
East Bay Ferries	3,722	3,657	3,219
Dumbarton	3,000	4,153	4,138
Other Local Routes ^b	4,926	3,728	3,506
Countywide	613,201	648,062	689,456

^c Conventional rail trips represent total boardings at Alameda County Stations on Amtrak and ACE lines.

^b Other local routes include shuttles in West Berkeley, Emeryville, Broadway Avenue, and Wheels/ ACE.

The transit passengers per revenue hour (Table A.6) reduces slightly from the Baseline scenario because although transit ridership increases, the increase is not proportional to the increase in service hours provided. This ratio improves somewhat in the Tier 2/Vision scenario relative to the Tier 1 scenario due to the fact that the percentage increase in ridership is larger than the percentage increase in transit hours of service between the two scenarios. This suggests that transit service in the Tier 2/Vision scenario is focused in areas that have a greater potential to generate new ridership.

The average travel times shown in Table A.7a through A.7d generally decrease for the Tier 1 and Tier2/Vision compared to Baseline. The magnitude of change is heavily influence by the number of type of transportation investments in the roadway or transit corridors that serve each travel market. For example, Central San Jose to East County shows substantial travel time improvements in Tier 1 for drive-alone, carpool and truck modes due to many planned investments on I-680 and I-580. The situation is different between Central San Jose and South County; in this market, travel times do not change between scenarios since substantial investments have been completed in recent years and are included in the Baseline scenario.

Table A.6 Transit Passengers per Revenue Hour (Bus Transportation Only)

	Baseline	Tier 1	Tier 2/Vision
Passengers per Revenue Hour of Service	54	49	51

A comparison of results between Tables A.7a, A.7b and A.7c shows that the pattern of changes is not consistent within individual travel markets. For example, in the North-North market, carpool is slower than drive alone while drive alone is slower than truck. These seeming anomalies actually reflect the average travel time for ALL trips that occur in the market. On average, carpool trips tend to be more common in longer distance markets while drive alone trips are more common in shorter distance markets (due the perceived “hassle” of carpooling for short trips). Since an “average” carpool trip will have a longer distance than an “average” drive alone trip, average carpool travel time will also be longer. The likely reason for truck travel time being shorter than other modes for some O-D pairs is that trucks tend to make more direct , shorter and higher speed trips on freeways connecting pickup and drop off points, whereas other types of trips (e.g. drive alone and carpool) go into residential areas on local roads and tend to be longer.

Table A.7a Minutes of Average Travel Time - Drive-Alone Mode

Planning Area Origin	Planning Area Destination	Minutes of Travel Time - A.M. - One Hour Peak Period			Minutes of Travel Time - P.M. - One Hour Peak Period		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	18	19	18	16	16	16
Central	Central	13	13	13	12	12	12
Downtown SF	North	43	44	48	53	51	51
North	Downtown SF	67	67	62	40	40	40
Cen. San Jose	East	59	52	51	75	65	62
East	Central San Jose	96	93	86	67	65	61
Central San Jose	South	35	34	35	34	34	34
South	Central San Jose	34	34	34	35	35	35
North	South	43	43	42	58	56	53
South	North	68	64	64	52	49	49

Table A.7b Minutes of Average Travel Time – Carpool Mode

Planning Area Origin	Planning Area Destination	Minutes of Travel Time – A.M. – One Hour Peak Period			Minutes of Travel Time – P.M. – One Hour Peak Period		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	21	21	20	17	17	17
Central	Central	13	13	13	12	12	12
Downtown SF	North	54	54	57	54	52	52
North	Downtown SF	64	64	56	45	46	44
Cen. San Jose	East	58	49	47	73	48	47
East	Central San Jose	90	83	76	62	59	57
Central San Jose	South	35	34	34	31	30	30
South	Central San Jose	32	32	32	33	33	33
North	South	36	36	35	51	50	48
South	North	72	68	66	39	36	36

Table A.7c Minutes of Average Travel Time – Heavy Truck Mode

Planning Area Origin	Planning Area Destination	Minutes of Travel Time – A.M. – One Hour Peak Period			Minutes of Travel Time – P.M. – One Hour Peak Period		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	16	16	16	15	15	15
Central	Central	11	11	11	11	11	11
Downtown SF	North	31	31	37	49	47	48
North	Downtown SF	62	62	57	37	37	37
Cen. San Jose	East	59	52	51	73	64	62
East	Central San Jose	93	91	84	67	65	61
Central San Jose	South	34	33	33	32	31	31
South	Central San Jose	31	31	31	35	35	34
North	South	45	44	43	61	59	56
South	North	69	64	65	55	52	52

Table A.7d Minutes of Average Travel Time - Transit Mode

Planning Area Origin	Planning Area Destination	Minutes of Travel Time - Overall Average		
		Baseline	Tier 1	Tier 2/Vision
North	North	39	36	36
Central	Central	39	37	36
Downtown SF	North	42	42	50
North	Downtown SF	44	43	46
Cen. San Jose	East	120	119	112
East	Central San Jose	117	115	107
Central San Jose	South	79	77	75
South	Central San Jose	81	79	77
North	South	94	96	93
South	North	82	79	80

Table A.8a Peak to Off-Peak Travel Time Ratio – Drive-Alone Mode

Planning Area Origin	Planning Area Destination	Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak			Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	1.3	1.3	1.3	1.1	1.1	1.1
Central	Central	1.2	1.1	1.1	1.1	1.0	1.0
Downtown SF	North	1.8	1.8	2.0	2.2	2.1	2.1
North	Downtown SF	2.7	2.7	2.4	1.6	1.6	1.6
Cen. San Jose	East	1.4	1.2	1.2	1.8	1.6	1.5
East	Central San Jose	2.3	2.2	2.0	1.6	1.5	1.4
Central San Jose	South	1.3	1.2	1.2	1.2	1.2	1.2
South	Central San Jose	1.2	1.2	1.2	1.3	1.3	1.3
North	South	1.3	1.3	1.2	1.7	1.6	1.5
South	North	2.0	1.9	1.9	1.5	1.5	1.4

Table A.8b Peak to Off-Peak Travel Time Ratio – Carpool Mode

Planning Area Origin	Planning Area Destination	Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak			Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	1.4	1.5	1.4	1.2	1.2	1.1
Central	Central	1.2	1.1	1.1	1.0	1.0	1.0
Downtown SF	North	2.1	2.1	2.2	2.1	2.0	2.0
North	Downtown SF	2.4	2.3	2.1	1.7	1.7	1.6
Cen. San Jose	East	1.4	1.2	1.1	1.8	1.2	1.1
East	Central San Jose	2.2	2.0	1.8	1.5	1.4	1.4
Central San Jose	South	1.3	1.2	1.2	1.1	1.1	1.1
South	Central San Jose	1.2	1.2	1.2	1.2	1.2	1.2
North	South	1.2	1.1	1.1	1.7	1.6	1.5
South	North	2.3	2.2	2.1	1.2	1.2	1.2

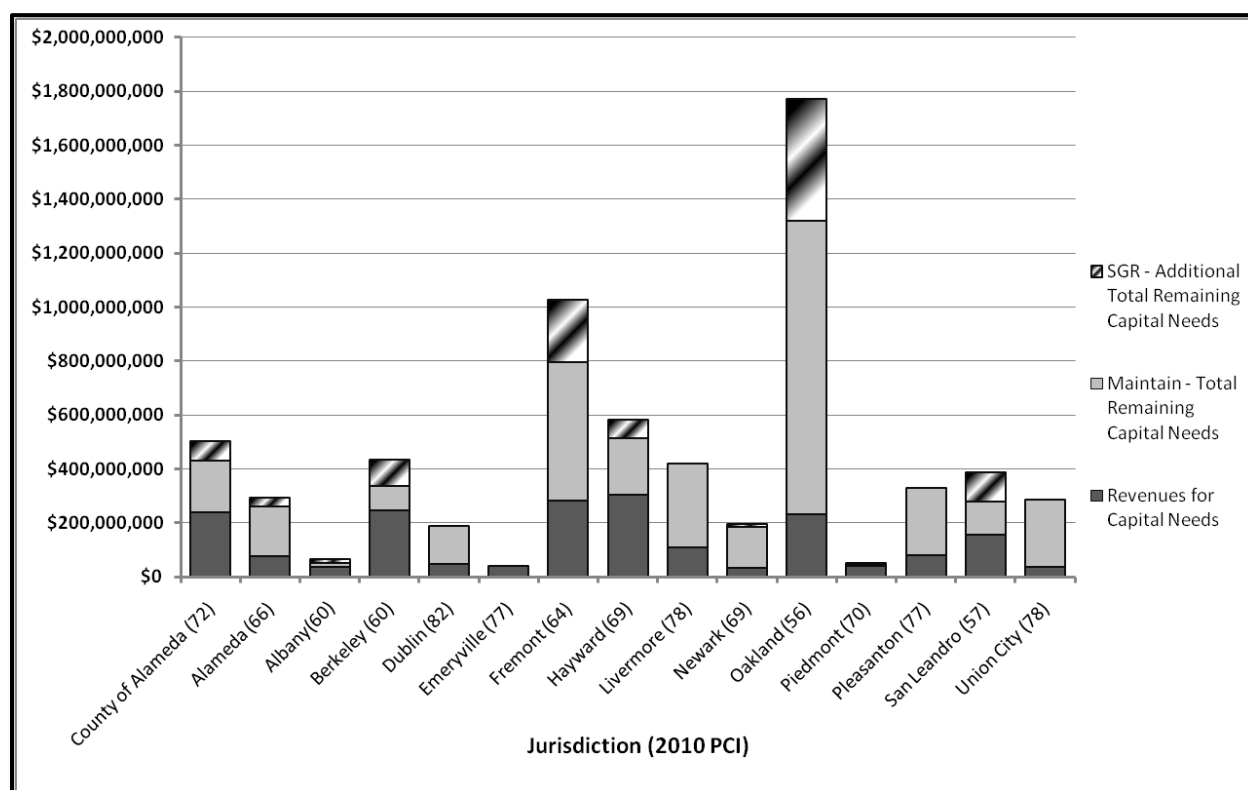
Table A.8c Peak to Off-Peak Travel Time Ratio – Heavy Truck Mode

Planning Area Origin	Planning Area Destination	Ratio of Peak to Off Peak Travel Time A.M. One Hour Peak			Ratio of Peak to Off Peak Travel Time P.M. One Hour Peak		
		Baseline	Tier 1	Tier 2/ Vision	Baseline	Tier 1	Tier 2/ Vision
North	North	1.2	1.2	1.2	1.2	1.2	1.1
Central	Central	1.1	1.1	1.1	1.1	1.1	1.1
Downtown SF	North	1.4	1.4	1.6	2.2	2.1	2.1
North	Downtown SF	2.6	2.6	2.3	1.5	1.5	1.5
Cen. San Jose	East	1.4	1.3	1.2	1.8	1.5	1.5
East	Central San Jose	2.2	2.2	2.0	1.6	1.5	1.5
Central San Jose	South	1.3	1.2	1.2	1.2	1.2	1.2
South	Central San Jose	1.2	1.2	1.1	1.3	1.3	1.3
North	South	1.3	1.3	1.2	1.7	1.7	1.6
South	North	2.0	1.8	1.8	1.6	1.5	1.5

Table A.8d Peak to Off-Peak Travel Time Ratio – Transit Mode

Planning Area Origin	Planning Area Destination	Ratio of Peak to Off Peak Travel Time - Overall		
		Baseline	Tier 1	Tier 2/ Vision
North	North	1.1	1.1	1.1
Central	Central	1.0	1.0	1.0
Downtown SF	North	1.0	1.0	1.1
North	Downtown SF	1.0	1.0	1.0
Cen. San Jose	East	1.2	1.2	1.1
East	Central San Jose	1.2	1.2	1.1
Central San Jose	South	1.1	1.1	1.1
South	Central San Jose	1.3	1.2	1.2
North	South	1.3	1.4	1.3
South	North	1.2	1.2	1.3

Figure A.1 28-Year Capital LSR Needs/Revenues for the *Maintain PCI* and *State of Good Repair* Scenarios



Source: Metropolitan Transportation Commission. The *State of Good Repair* scenario maintains a PCI of 75 for all jurisdictions. The *Maintain* scenario holds the PCI at the level indicated in parentheses after each jurisdiction name in the chart.

Table A.9 Transit Vehicle Conditions

	Percentage of Remaining Service Life		
	Baseline	Tier 1	Tier 2/ Vision
Cars	28%	28%	28%
Vans and 25-Foot Buses	50%	63%	63%
Buses 25 to 30 Feet	15%	23%	23%
Buses Greater Than 30 Feet	0% ^a	27%	48%
Average Percent RSL	23%	35%	41%

^a The financial allocation methodology for remaining vehicle life was designed to allocate funds in ascending order by vehicle size. Therefore, if there are limited funds, the larger vehicles will be left with no vehicle replacement in that year. For 2035, there were not enough funds to purchase the last category of vehicles - large buses - and all vehicles by that year were greater than 12 years old (suggesting that there were a number of years when large buses were not purchased). This is a simplified methodology that does not take into account transit agencies' individual capital project prioritization processes or rules regarding maximum service life.

Table A.10 Safety – Collisions by Type (Injury, Fatality, and Property Damage)

Mode	Baseline		Tier 1		Tier 2/Vision	
	Region	Alameda County	Region	Alameda County	Region	Alameda County
Motor Vehicle Fatal	674	151	677	151	674	150
Motor Vehicle Injury	53,478	11,952	53,698	12,021	53,455	11,943
Motor Vehicle Property Damage Only (PDO)	95,726	21,394	96,119	21,518	95,685	21,378
Walk Fatal	168	38	169	38	168	38
Walk Injury	4,424	989	4,443	995	4,423	988
Bicycle Fatal	30	7	30	7	30	7
Bicycle Injury	4,019	898	4,035	903	4,017	898
Total Annualized (Less Property Damage Only)	58,369	13,045	58,608	13,121	58,344	13,035
Average Weekday	160	36	161	36	160	36

Table A.11 Daily Hours of Time Spent Walking / Biking

Trip Origin Planning Area	Total Daily Time Spent Walking / Biking (hours)					
	Baseline		Tier 1		Tier 2/Vision	
	Bicycle	Walk	Bicycle	Walk	Bicycle	Walk
North	14,772	109,828	14,518	112,599	14,019	114,422
Central	5,784	35,482	5,674	36,285	5,519	37,941
South	5,345	33,976	5,178	34,467	5,001	35,797
East	2,175	24,168	2,157	24,488	2,093	25,885
Countywide	28,076	203,455	27,528	207,839	26,633	214,045

Table A.12 GHG and Fine Particulate Matter Emissions

Scenario	Tons of Daily Emissions	
	CO ₂ (GHG)	PM _{2.5}
Baseline	19,777	1.61
Tier 1	19,722	1.60
Tier 2/Vision	19,443	1.57

Note: Baseline figures include the effects of emissions reductions from Pavely I and the Low Carbon Fuel Standard.

Appendix B. Land Use and Investment Assumptions

Appendix B provides supplementary information on land use assumptions used in this (November 2011) and the previous (July 2011) performance evaluation and provides the project and program funding assumptions for the Baseline (e.g. Existing plus Committed Projects), Tier 1, and Tier 2/Vision scenarios.

The following detailed tables and figures related to land use data are included:

- Table B.1 – 2035 Alameda County Socioeconomic Data
- Table B.2 – Bay Area County Socioeconomic Data
- Table B.3 – Comparison of Performance Results from the July 2011 and Current Nov 2011 Baseline 2035 Forecasts

The following tables detail the project and program assumptions included in the modeling analysis:

- Table B.4 –Committed Projects - included in all Baseline, Tier 1, and Tier 2/Vision scenarios
- Table B.5 - Projects Fully Funded by the Countywide Plan - included in the Tier 1 and Tier2/Vision Scenarios
- Table B.6 – Projects Partially Funded by the Countywide Plan – included in the Tier 2/Vision Scenario
- Table B.7 – Other Tier 2/Vision Projects – included in the Tier 2/Vision Scenario
- Table B.8 - Program Funding Levels by Scenario

Land Use Assumptions

During the summer and early fall of 2011, the Alameda CTC and the CWTP consultant team worked with the local jurisdictions (cities and the county) to review the Sustainable Communities Strategy (SCS) land use concepts being developed by ABAG and MTC and obtain their input.

A range of Alameda County land use alternatives were developed that focused household and employment growth into the Priority Development Areas and Growth Areas and maintained consistency with data being developed by ABAG and MTC for the constrained Alternative Land Use Scenarios. As the ABAG and MTC regional land use scenarios were reviewed, additional growth opportunities were identified with a particular focus on employment growth locations that could be better served by transit, which could benefit from an aggressive set of TDM measures. Total household and jobs growth were kept within the range of the alternative SCS scenarios that had been released by ABAG and MTC in August 2011.

Table B.1 2035 Alameda County Socioeconomic Data

Jurisdiction	Households	Population	Employment	Employed Residents
Alameda	35,055	86,023	33,980	43,680
Alameda County	1,375	4,140	225	2,074
Albany	8,549	21,523	7,598	10,955
Ashland	8,785	26,591	4,086	11,009
Berkeley	55,299	133,463	86,684	69,613
Castro Valley	23,382	62,756	14,784	31,181
Cherryland	5,187	15,925	2,551	6,372
Dublin	29,204	85,074	33,328	30,717
Emeryville	10,368	18,377	24,581	5,451
Fremont	96,411	292,373	113,824	148,630
Hayward	60,028	192,011	81,242	86,876
Livermore	40,059	111,822	57,024	53,650
Newark	19,741	65,063	23,039	30,635
Oakland	195,732	492,362	241,078	215,855
Piedmont	3,828	10,728	2,143	5,177
Pleasanton	32,207	89,750	64,709	48,035
San Leandro	38,584	107,130	52,409	48,509
San Lorenzo	9,676	30,553	3,834	13,250
Union City	23,363	79,724	27,484	37,022
Alameda Co. Total	696,834	1,925,387	874,605	898,691

Table B.2 2035 Bay Area County Socioeconomic Data

County	Households	Population	Employment	Employed Residents
Alameda*	696,834	1,925,387	874,605	898,691
Contra Costa	474,276	1,323,937	440,259	559,896
Marin	112,596	275,079	143,721	98,286
Napa	54,403	151,575	74,763	66,398
San Francisco	419,362	972,647	699,670	444,899
San Mateo	318,413	887,527	418,866	363,905
Santa Clara	817,241	2,400,569	1,026,403	977,656
Solano	167,942	487,741	218,458	202,692
Sonoma	214,326	558,687	218,641	244,929
Region Total	3,275,597	8,971,076	4,111,982	3,854,828

*Note: Alameda County value represents the county specific adjustments. All other values reflect ABAG's Focused Growth alternative land use scenario developed for the Bay Area RTP/SCS.

Table B.3 Comparison of Performance Results from the July 2011 and Current Nov 2011 Baseline 2035 Forecasts

Performance Measure	Definition	July 2011	Nov, 2011
Congestion	% of lane miles moderately and severely congested during AM (PM) peak period	NA	29%(33%)
Alternative modes	% trips made by non-automobile modes	17%	18%
Activity center accessibility	% of low-income (<\$25k annual) households within 20 min. drive or 30 min. transit ride of activity center or 0.5 mi from grade school	70%	67%
Public transit accessibility	% of low-income (<\$25k annual) households within 0.25mi of bus route or 0.5mi rail transit stop	81%	80%
Public transit usage	Daily public transit ridership	567,357	613,201
Transit efficiency	Transit passengers carried per transit revenue hour of service offered (bus only)	45	54
Travel time	Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) 1-hr peak period, drive alone trips. See Table A.7a for detail	58(53)	48 (44)
	Same as above for transit trips. See Table A.7d for detail	75	74
Reliability	Average ratio of AM (PM) 1-hr peak period to off-peak period travel times for selected origin-destination pairs, drive alone trips	1.9 (1.8)	1.6 (1.5)
	Same as above for transit trips	1.1	1.1
Maintenance	Unmet maintenance needs over 28 years assuming current pavement conditions	N/A	
	Percentage of remaining service life for transit vehicles in 2035	38%	23%
Safety	Annual projected injury and fatality crashes	13,456	13,045
Biking and Walking	Average duration of a bicycling trip	18	N/A
	Average duration of a walking trip	23	N/A
Clean Environment	Tons of daily greenhouse gas emissions	21,630	19,777
	Tons of daily particulate (PM 2.5) emissions	1.8	1.61

Source: Differences in the two baseline outcomes are due to several factors, including land use assumptions (the July run used the adjusted SCS Alternative Future Scenario whereas the November run used the adjusted Focused Growth Scenario); small changes to the list of committed projects; and a 15% reduction to peak period transit frequency in the November to reflect programmatic spending changes.

Table B.4 Committed Projects Included in the 2035 Future Baseline

Project Name	Planning Area	Cost
Countywide Local Projects		
I-880 Widening for SB HOV Lane in Oakland and San Leandro	Central	\$109.40
I-880 NB and SB Auxiliary Lanes	Central	\$15.40
I-880 Auxiliary Lanes in Hayward	Central	\$9.50
Rte 92/Clawiter Road Whitesell Interchange Improvement, Phase 1 (Hayward)	Central	\$27.50
Route 238 Corridor Improvements in Hayward	Central	\$118.70
Clawiter-Whitesell Interchange Improvements in Hayward	Central	\$52.00
I-880 Industrial Parkway Interchange in Hayward	Central	\$43.00
SR 92 Industrial Interchange in Hayward	Central	\$6.00
East 14th Street/Hesperian Boulevard/150 th Street channelization improvements in San Leandro	Central	\$6.60
I-880 Davis Street Interchange in San Leandro	Central	\$10.20
I-880 Marina Boulevard Interchange in San Leandro	Central	\$31.80
SR 262 Widening and Interchange Improvements in Fremont	South	\$58.10
Union City Intermodal, Phase 1	South	\$57.00
I-580 Widening for HOV and Aux Lanes in Pleasanton and Livermore	East	\$291.30
I-580 EB Express (HOT) Lane in Pleasanton and Livermore	East	\$19.00
I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First)	East	\$40.00
Alamo Canal Trail under I-580 in Dublin	East	\$2.70
Construct a 4-lane Major Arterial in Livermore connecting Dublin Blvd. and North Canyons Parkway	East	\$12.00
Las Positas Road Connection, Phase 2, in Livermore	East	\$3.50
I-680 Bernal Interchange Improvements in Pleasanton	East	\$4.00
Stoneridge Drive Extension in Pleasanton	East	\$16.20
I-880 Integrated Corridor Mobility (580/80/880 to SR-237)	Regional	\$45.70
I-80 Integrated Corridor Mobility	Regional	\$69.10
Subtotal		\$1,048.70
Regional and Multijurisdictional Projects		
BART-Oakland International Airport Connector	North	\$484.10
BART Warm Springs extension	South	\$890.00
I-580 Corridor ROW Preservation	East	\$120.70
I-580 Eastbound Truck Climbing Lane	East	\$64.20
Subtotal		\$1,559.00
TOTAL		\$2,607.70

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Table B.5 - Projects Fully Funded by Countywide Plan - Included in Tier 1 and Vision Scenarios (revised Oct 2011)

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value (July 2011 analysis)	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding
Alameda County Projects										
240324	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (bike/pedestrian elements)	Alameda County/City of Alameda	North			B/P	\$41			\$41
240207	Bay Trail Extension - Berkeley Marina	City of Berkeley	North			B/P	\$31			\$31
240003	I-80 Bike Ped Bridge (65th Street)	City of Emeryville	North			B/P	\$22			\$22
	Tennyson Road Pedestrian/bike bridge (from Nuestro Parquecito to South Hayward BART station – Included in Bicycle Master Plan)	City of Hayward	Central			B/P	\$2			\$2
240227	Bike/ped bridge over Lake Merritt Channel	City of Oakland	North			B/P	\$77			\$32
240347	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	City of Oakland	North			B/P	\$114			\$114
240347	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	City of San Leandro	Central			B/P	\$115			\$115
22769	I-880 at 23rd/29th Avenue interchange safety and access improvements	ACTC	North	Measure B	L	H	\$102	\$99	\$4	\$4
240047	I-880 West A Street Interchange	ACTC	Central	LATIP	M	H	\$43	\$0	\$43	\$43
22776	SR 84 Expressway Widening (Pigeon Pass to Jack London)	ACTC	East		L	H	\$137	\$127	\$10	\$10
21144	I-80 Gilman Street Interchange Improvements	ACTC /City of Berkeley	North		L	H	\$25	\$1	\$24	\$24
21126	SR 84 WB HOV on ramp from Newark Blvd	Caltrans	South	LATIP	M	H	\$13	\$0	\$13	\$13
22002	I-880 NB HOV lane extension from HOV terminus at Bay Bridge approach to Maritime	Caltrans	North		H	H	\$19	\$0	\$19	\$19
98207	I-880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London SquareTransit Access	City of Alameda/City of Oakland	North	Measure B	H	H	\$81	\$8	\$75	\$75
22779	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	City of Fremont	South	Measure B (Partial), LATIP	M	H	\$78	\$0	\$78	\$78
240037	I-880 Winton Avenue interchange improvements	City of Hayward	Central	LATIP	L	H	\$25	\$0	\$25	\$25
240562	Rte 92/Clawiter Road Whitesell interchange improvement, Ph 2	City of Hayward	Central	Measure B, LATIP	L	H	\$52	\$52	\$0	\$0
230132	I-580/Isabel Avenue Intechange, Phase 2	City of Livermore	East	Measure B		H	\$30	\$25	\$5	\$5
21477	I-580 Greenville interchange	City of Livermore	East		H	H	\$46	\$37	\$9	\$9
21100	I-580 Vasco interchange	City of Livermore	East		M	H	\$60	\$52	\$8	\$8
21475	I-580 First St. interchange	City of Livermore	East		M	H	\$40	\$35	\$5	\$5
230170	I-880: 42nd/High Street Access Improvements	City of Oakland	North	I-880 Study	L	H	\$17	\$6	\$11	\$11
230171	Route 24 /Caldecott Tunnel Enhancements -Settlement Agreement projects	City of Oakland	North			H	\$15			\$7
21489	I-580 /Foothill/San Ramon Interchange improvements	City of Pleasanton	East		M	H	\$4	\$3	\$1	\$1
240052	I-880 / Whipple Road Interchange Improvement	City of Union City	South	LATIP	L	H	\$60	\$0	\$60	\$60
240261	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	City of Dublin	East	Measure B	H	R	\$13	\$0	\$13	\$13
94506	East-West Connector Project in North Fremont and Union City	ACTC	South	Measure B (1986), LATIP	H	R	\$190	\$107	\$83	\$83
230110	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard SR 262 Mission Blvd Improvements	ACTC/ City of Fremont	South	Measure B, LATIP	M	R	\$20	\$0	\$20	\$20

Table B.5 - Projects Fully Funded by Countywide Plan - Included in Tier 1 and Vision Scenarios (revised Oct 2011)

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value (July 2011 analysis)	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding
240094	Crow Canyon Road Safety Improvements Project	Alameda County	Central			R	\$16			\$15
240100	Park Street Bridge Replacement Project	Alameda County	North			R	\$46			\$46
240350	Local Road Safety - Marin Avenue	City of Albany	North		N/A	R	\$3		\$3	\$3
	Solano Avenue pavement resurfacing and beautification	City of Albany	North			R	\$3		\$3	\$3
	San Pablo Avenue medians, rain gardens, and streetscape improvements	City of Albany	North			R	\$3		\$3	\$3
240202	SR 13/Ashby Avenue Corridor Improvements	City of Berkeley	North		N/A	R	\$8		\$8	\$8
240038	Dougherty Road Widening from Sierra Lane to North city Limit	City of Dublin	East		L	R	\$18	\$7	\$11	\$11
240250	Dublin Boulevard Widening from Sierra Court to Dublin Court	City of Dublin	East		L	R	\$4	\$1	\$4	\$4
230114	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	City of Fremont	South	Measure B	M	R	\$24	\$0	\$24	\$24
240264	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	City of Fremont	South		H	R	\$5	\$0	\$5	\$5
21484	Kato Road widening from Warren Ave. to Milmont	City of Fremont	South		M	R	\$12	\$0	\$12	\$12
240263	Upgrade Relinquished Route 84 in Fremont	City of Fremont	South		H	R	\$43		\$43	\$43
240055	Tennyson Road Grade Separation	City of Hayward	Central			R	\$14			\$14
240254	Greenville Widening	City of Livermore	East		M	R	\$10	\$5	\$5	\$5
240272	Thornton Avenue Widening	City of Newark	South		M	R	\$9	\$0	\$9	\$9
240024	Oakland Army Base Transportation Infrastructure Improvements	City of Oakland	North		H	R	\$209	\$94	\$115	\$115
240139	I-680 Stoneridge Drive overcrossing widening	City of Pleasanton	East		H	R	\$5	\$1	\$4	\$4
240175	Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit)	City of Pleasanton	East			R	\$5			\$5
230103	Grade Separation in the Decoto neighborhood	City of Union City	South		M	R	\$130	\$0	\$130	\$130
240053	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	City of Union City	South		M	R	\$100	\$0	\$100	\$100
240051	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	City of Union City	South		M	R	\$10	\$0	\$10	\$10
22760	Outer Harbor Intermodal Terminal (OHIT)	Port of Oakland	North		H	RF	\$217	\$170	\$46	\$46
22082	7th Street Grade Separation & Roadway Improvement Project	Port of Oakland	North		H	RF	\$221	\$110	\$110	\$110
240208	Safety improvements at UPRR - Fremont Blvd, Maple, Dusterberry, Nursery	City of Fremont	South			RF	\$3		\$3	
240372	College/ Broadway Corridor Improvements - Transit Priority Measures	AC Transit	North			TB	\$5		\$5	
	Foothill TSP - Transit Priority Measures	AC Transit	Central			TB	\$2		\$2	
	Grand/MacArthur Corridor Improvements - Transit Priority Measures	AC Transit	North			TB	\$4		\$4	
240077	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART	City of Alameda	North			TB	\$9		\$9	
240217	Downtown Berkeley BART Plaza and Transit Area Enhancements	City of Berkeley	North	TLC	N/A	TB	\$6	\$2	\$4	\$4
240226	Berkeley Ferry Terminal Access Improvements	City of Berkeley	North			TF	\$106			\$106
240014	Construct new Ferry Operations and Maintenance Facility in Alameda.	WETA	North			TF	\$37			\$37

Table B.5 - Projects Fully Funded by Countywide Plan - Included in Tier 1 and Vision Scenarios (revised Oct 2011)

RTPID	Project Name	Project Sponsor	Planning Area	Other Planning Process	Composite Value (July 2011 analysis)	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding
240304	Platform Extension at Alameda and San Joaquin Co. ACE Stations	ACE	South		M	TR	\$5	\$0	\$5	\$5
240101	Fruitvale Avenue Lifeline Bridge Project (rail)	City of Alameda / Alameda County	North			TR	\$94			\$94
240179	Downtown Berkeley Transit Center	City of Berkeley	North			TR	\$27			\$27
22062	Irvington BART Station	City of Fremont/ BART	South	Res.3434-related	M	TR	\$123	\$0	\$123	\$123
21123	Union City Intermodal Station infrastructure improvements (Phase 2)	City of Union City	South	Measure B	M	TR	\$26	\$19	\$6	\$6
	North County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements (CBTPs in: Alameda, West Oakland, Central and East Oakland, and South and West Berkeley.)		North							\$50
	Central County CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements (Central Alameda County CBTP)		Central							\$50
Regional Projects										
22042	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	ACTC	South	Measure B	H	H	\$81	\$8	\$75	\$75
22664	I-580 WB Express Lane from Greenville Road to Foothill Blvd	ACTC	East		H	H	\$17	\$4	\$0	\$0
240061	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	ACTC	East		H	H	\$136	\$0	\$0	\$0
240059	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	ACTC	East		H	H	\$136	\$0	\$0	\$0
230088	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger Phase 1 and 2: I-880 extend NB HOV lanes	ACTC	Central	LATIP	H	H	\$276	\$0	\$0	\$0
22455	AC Transit East Bay Bus Rapid Transit (BRT)	AC Transit	North	Measure B, Reso 3434	H	TB	\$211	\$173	\$0	\$0
240018	Dumbarton Rail Corridor Phase I	ACTC/ SamTrans	South	Measure B, Reso 3434	M	TR	\$164	\$46	\$0	\$0
240216	Dumbarton Rail Corridor Phase II	ACTC/ SamTrans	South	Measure B, Reso 3434	M	TR	\$716	\$259	\$0	\$0
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement Union City BART Phase 2 /Passenger Rail Station	City of Union City	South	Resolution 3434 (partial)	M	TR	\$180	\$34	\$147	\$73
							\$4,950	\$1,485	\$1,510	\$2,267

* Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian

Table B.6 - Projects Partially Funded by the Countywide Plan - included in the Vision Scenario (revised Oct 11)

Alameda County Projects										
Project Sponsor	Planning Area	Other Planning Process	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding	Vision Funding Request	Regionally Funded	CWTP Tier
240262 Sullivan Road Overcrossing Ped/Bike Safety and Trail Improvements	South		B/P	\$1.6						2
240281 Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	South		B/P	\$0.5						2
240260 Greenbelt Gateway on Grimmer Boulevard	South			\$9.0						2
Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA	South		B/P	\$5.9			\$2.0			2
230100 Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center@Union City Intermodal Station	South		B/P	\$20.0						2
Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	South		B/P	\$214.0						2
240291 Rails to Trails Fremont UPRR/BART Corridor Trail	South		B/P	\$44.0			\$44.0			2
22765 I-580/I-680 HOV Direct Connector - Project Development	East		H	\$1,167.0	\$0.0	\$17.0	\$17.0	\$1,150.0	\$0.0	2
240106 SR-84/Sunol Improvements	East		H	\$8.0	\$0.0	\$2.0	\$2.0	\$6.0	\$0.0	2
240657 I-580 Spot Intersection Improvements	Central		H	\$60.0	\$0.0	\$6.0	\$6.0	\$54.0	\$0.0	2
230604 Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	North		H	\$611.0	\$0.0	\$5.0	\$5.0	\$606.0	\$0.0	2
230086 I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	East		H	\$38.0	\$22.0	\$16.0	\$1.0	\$0.0	\$0.0	2
240318 I-80 Ashby Interchange	North		H	\$52.0	\$0.0	\$0.0	\$5.0	\$47.0	\$0.0	2
240265 Vargas Road Safety Improvement Project			R	\$5.0		\$5.0				2
21103 Central Avenue Railroad Overpass	South		R	\$15.3			\$3.9			2
240273 Mowry Avenue Railroad Overpass	South		R	\$9.0	\$0.0	\$9.0				2
240282 Tidewater District Street Reconstruction	North		R	\$5.0	\$0.0	\$1.0	\$1.0	\$4.0	\$0.0	2
240278 Harrison St-Oakland Avenue Major Street Improvements	North		R	\$12.0	\$1.0	\$3.0	\$3.0	\$8.0	\$0.0	2
240280 Woodland - 81st Avenue Industrial Zone street reconstruction	North		R	\$12.0	\$0.0	\$3.0	\$3.0	\$9.0	\$0.0	2
240270 San Leandro East 14th Streetscape Improvements	Central		R	\$8.3		\$8.3	\$1.0			2
240302 San Leandro Local Streets and Roads Rehabilitation	Central		R	\$80.0		\$80.0	\$20.0	\$60.0		2
240306 Lake Chabot Road Stabilization	Central		R	\$10.0		\$10.0	\$1.0			2
22780 AC Transit Grand-MacArthur BRT	North	Reso 3434	TB	\$37.0	\$0.0	\$4.0	\$4.0	\$33.0	\$0.0	2

Table B.6 - Projects Partially Funded by the Countywide Plan - included in the Vision Scenario (revised Oct 11)

	Project Sponsor	Planning Area	Other Planning Process	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding	Vision Funding Request	Regionally Funded	CWTP Tier
22021	AC Transit	Central		TB	\$40.0	\$0.0	\$10.0	\$10.0	\$30.0	\$0.0	2
240196	BART	East	Measure B	TR	\$1,250.0	\$145.0	\$1,105.0	\$400.0	\$805.0	\$0.0	2
98139	Countywide/ACE submission	Central		TR	\$200.0	\$5.0	\$195.0	\$67.0	\$128.0	\$0.0	2
98139	Countywide/ACE submission	North		TR	\$200.0	\$5.0	\$195.0	\$67.0	\$128.0	\$0.0	2
98139	Countywide/ACE submission	South		TR	\$200.0	\$5.0	\$195.0	\$67.0	\$128.0	\$0.0	2
230116	City of Berkeley	North		TR	\$108.2			\$11.0			2
240268	City of Fremont	South		TR	\$15.0			\$1.0			2
240347	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)	East		TR	\$53.0			\$6.0			2
240099	Alameda County	North			\$40.3			\$17.8			2
Regional Projects											
22009	Capital Corridor	South	Reso 3434	TR	\$511.0	\$16.0	\$45.0	\$0.0	\$450.0	\$45.0	2R
TOTAL					\$5,042.1	\$199.0	\$1,914.3	\$765.7	\$3,646.0	\$45.0	

* Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian

Table B.7 - Other Vision Projects - included in the Vision Scenario (revised Oct 11)

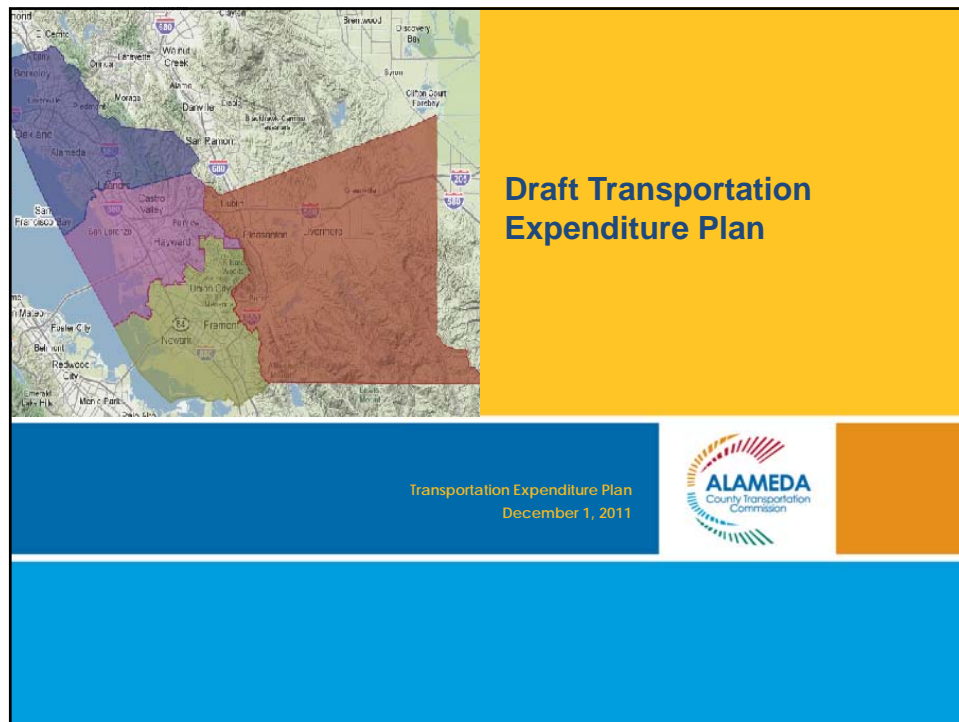
RTPID	Project Sponsor	Planning Area	Other Planning Process	Transportation Type**	Total Cost Estimate	Funds Already Identified	Discretionary Funding Request	Proposed Funding	Vision		
									Funding Request	Regionally Funded	CWTP Tier
Projects											
230099	I-580/I-680 Improvements Phase 1	East		H	\$528	\$0	\$0	\$0	\$528	\$0	V
240062	SR 84 / I-680 interchange and SR 84 Widening	East		H	\$244	\$0	\$0	\$0	\$244	\$0	V
98207	I-880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London Square Transit Access	North	Measure B	H	\$106	\$0	\$0	\$0	\$106	\$0	V
240144	I-580 Santa Rita Interchange improvements	East		H	\$3	\$1	\$2	\$0	\$2	\$0	V
240141	I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	East		H	\$1	\$0	\$1	\$0	\$1	\$0	V
240092	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)	Central	Measure B	R	\$5	\$0	\$0	\$0	\$5	\$0	V
230243	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	North		R	\$4	\$0	\$0	\$0	\$4	\$0	V
240116	Powell Street Bridge Widening at Christie Avenue	North		R	\$5	\$0	\$0	\$0	\$5	\$0	V
21482	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	South		R	\$48	\$0	\$48	\$0	\$48	\$0	V
240279	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	North		R	\$157	\$0	\$12	\$0	\$157	\$0	V
240132	El Charro Road Construction	East		R	\$49	\$0	\$49	\$0	\$49	\$0	V
240249	San Leandro Street Circulation and Capacity Improvements	Central		R	\$11	\$0	\$0	\$0	\$11	\$0	V
240180	BayFair Connection (Capacity Improvements)	Central		TB	\$150	\$0	\$0	\$0	\$150	\$0	V
22667	BART to Livermore Extension Phase 2	East	Measure B	TR	\$2,927	\$145	\$0	\$0	\$2,782	\$0	V
240113	BART Hayward Maintenance Complex	Central		TR	\$585	\$5	\$0	\$0	\$580	\$0	V
22089	Martinez Subdivision	North		TR	\$100	\$0	\$0	\$0	\$100	\$0	V
TOTAL					\$4,923.0	\$151.0	\$112.0	\$0.0	\$4,772.0	\$0.0	

* Transportation Type: H:Highway, R:Roadway, RF: Road/Freight; TB: Transit Bus; TR Transit Rail; TF Transit Ferry; B/P: Bike, Pedestrian

Table B.8 - Program Funding Levels by Scenario

	Category	Description	Baseline Scenario (July 11)	Baseline Scenario (Nov 11)	Tier 1 Scenario (Nov 11)	Vision Scenario (Nov 11)
1	Bicycle & Pedestrian	Infrastructure, support facilities (including operations), and maintenance	\$660	\$80	\$475	\$1,845
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental	\$1,500	\$26	\$1,100	\$4,613
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM), fare incentives	\$1,320	\$433	\$1,000	\$4,613
4	Community Based Transportation Plan (CBTP) Implementation	Improvements for transit, bike/pedestrian, safety, support services- focus on communities of concern	\$60		\$82	\$277
5	Local Road Improvements	Major Arterial Performance Initiative Program, safety, grade separations, signals, complete streets, signage, coordination with freeways	\$660	\$230	\$475	\$1,845
6	Local Streets & Roads - Operations & Maintenance	Pavement and other maintenance, signal operations, ITS	\$300	\$220	\$220	\$923
7	Highway/Freeway - Safety & Non-Capacity Improvements	Interchange improvements, freeway operations and maintenance, ramp metering, soundwalls	\$660		\$50	\$2,214
8	Bridge Improvements	Operations, replacement, repair, maintenance and expansion	\$120		\$100	\$185
9	Transportation & Land Use (TOD/PDA Program)	Development Areas (PDA) through multimodal improvements and CEQA mitigation	\$180	\$17	\$200	\$738
10	Planning/Studies	Planning studies and implementation	\$60		\$50	\$92
11	TDM, Outreach, Parking Mgmt.	Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing	\$60		\$70	\$369
12	Goods Movement	Improvements for goods movement by truck and coordinated with rail (and air) such as truck parking and truck/port/freight operations	\$420		\$200	\$369
13	PDA Support (Non-Transportation)	Non-transportation infrastructure to support PDAs such as sewer, utilities, etc.	\$0		\$25	\$55
14	Environmental Mitigation	Environmental Mitigation for major construction projects	\$0		\$25	\$55
15	Transportation Technology and Revenue Enhancement	Advancing technologies for transportation and revenue efficiency such as charging stations, communications, HOT/Express lanes toll collection, etc	\$0	\$28	\$70	\$258
TOTAL			\$6,000	\$1,034	\$4,142	\$18,450

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Presentation Overview

- Transportation Expenditure Plan and changes since the November 17th Steering Committee meeting
 - *Comments received and responses to comments*
 - *Analysis of Community Vision Platform*
- Expenditure Plan Constraints and Timeline
- Recommendation

Alameda County Transportation Planning Vision

Vision Statement:

Alameda County will be served by a premier 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.

Adopted January 2011

Transportation Expenditure Plan (TEP)



Developing the Transportation Expenditure Plan (TEP)

- Began process for plan development almost two years ago
- TEP will be derived from projects and programs in the CWTP
- Call for projects in spring 2011 and outreach efforts were basis for projects and programs that are included in the CWTP and TEP
- Approval of TEP parameters in September 2011
- Discussion of Program percentage allocations to jurisdictions (Oct. 2011)
- Results of poll and outreach efforts incorporated into drafting of TEP (Nov. 2011)
- Discussion of draft TEP projects, programs and guidelines (Nov. 2011)
- Recommendation of TEP for full Commission consideration (Dec. 2011)

Transportation Expenditure Plan (TEP)



The Draft TEP

- In your packet:
 - *Chapter 1: Background & Summary*
 - *Chapter 2: Transportation Investments*
 - *Chapter 3: Governance Structure*
 - *Chapter 4: Implementing Guidelines*

Transportation Expenditure Plan (TEP)



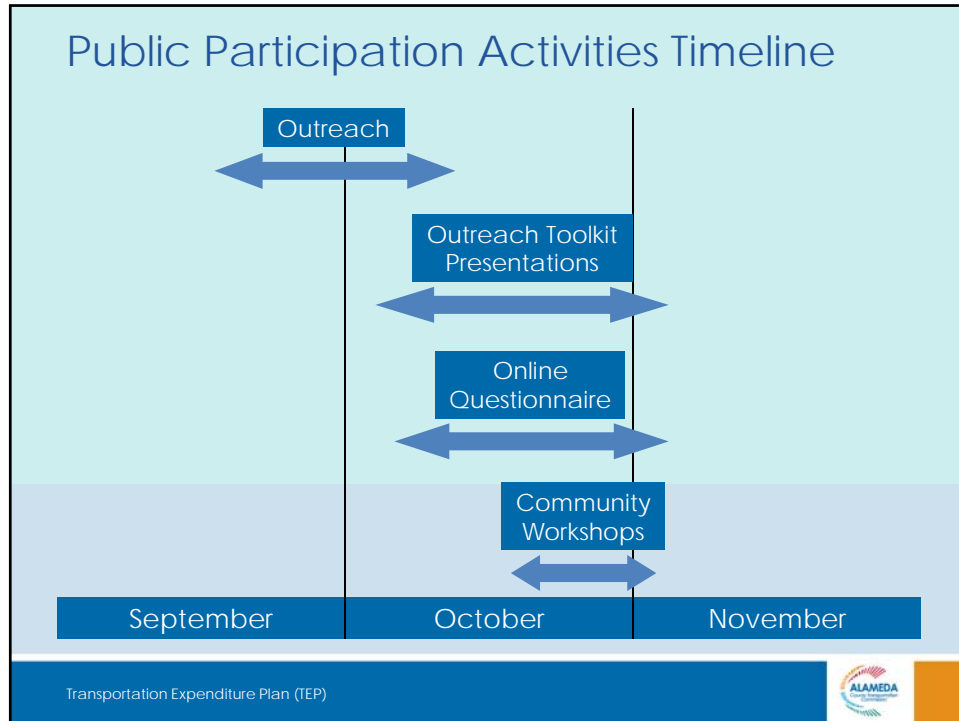
How was package developed?

- Spring/Summer:
 - *Needs from Spring Outreach and input from CAWG & TAWG set the stage*
 - *Project/Program Evaluation*
 - *Polling*
- Fall:
 - *Outreach and Advisory Committee Input:*
 - CAWG input
 - TAWG input
 - Fall Workshops & Outreach Toolkits
 - *Polling*
 - *Steering Committee Input*



Transportation Expenditure Plan (TEP)





Outreach Activities

- Alameda CTC
 - Website
 - E-newsletters
 - E-blasts
- City and organizational websites and e-mail announcements
- Newspaper ads
- Phone, e-mail and in-person communications with organizations and schools
- Flyers

Transportation In Alameda County

Mobility matters!
Join us to talk about transportation planning in Alameda County.

Attend a meeting!

Tuesday October 18 — Berkeley
4:30-8:30pm
South Berkeley Senior Center
2939 18th Street, Berkeley 94703

Wednesday October 19 — San Leandro
4:30-8:30pm
San Leandro Senior Community Center
12809 East 14th Street, San Leandro 94576

Monday October 24 — Oakland
4:30-8:30pm
East Oakland Senior Center
7255 Bates Avenue, Oakland 94603

Thursday October 27 — Union City
4:30-8:30pm
Union City South Center
31224 Union City Boulevard, Union City 94087

Wednesday November 2 — Dublin
4:30-8:30pm
Dublin Public Library
300 Civic Plaza, Dublin 94568

All locations are ADA and transit accessible.

Transportation Expenditure Plan (TEP)

Participation Summary

Method	Number of Participants
Workshops	114*
Outreach Toolkit Questionnaire	926
Online Questionnaire	556
TOTAL	1,596**

*Based on the number of attendees signed in; some attendees did not sign in or participate in polling.

**Some individuals may have participated via more than one method.

Transportation Expenditure Plan (TEP)



Most Supported Projects and Programs – All Questionnaires

Transportation Improvement Statement or Sample Project	% of Support
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Maintain and improve mass transit (bus, rail, ferry) throughout the county	85%
Improve pedestrian safety	81%
Fix potholes on local roads	81%
Complete major bike and pedestrian routes and improve safety	78%

Transportation Expenditure Plan (TEP)



Key Findings Across Methods

- Strong preference for projects and programs that support:
 - *Public transit*
 - *Bicycle and pedestrian routes*
 - *Safety and maintenance of local streets and roads*
- Projects and programs within participants' local areas and with which they were familiar were favored



Transportation Expenditure Plan (TEP)



Key Findings Across Methods

Support for Increasing and Extending Transportation Sales Tax by Source

Response	Workshop*		Toolkit Questionnaire	Online Questionnaire
	Round 1	Round 2**		
Yes/Likely	78%	70%	60%	77%
No/Not Likely	10%	17%	17%	10%
Don't Know	14%	11%	23%	13%

*Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.

** "Round 1" indicates participants' votes before prioritization exercise. "Round 2" indicates participants' votes after prioritization exercise.

Transportation Expenditure Plan (TEP)



Key October 2011 Poll Findings

1. Extend and augment is a viable option for the November 2012 ballot that should be pursued and is preferable to a new ½ cent only measure;
 1. *Support for the measure grows with information and tops out at 79%;*
2. Voters support five key elements of an augmentation;
 1. *Local street maintenance/improvements (86%);*
 2. *Mass transit programs that get people out of their cars (82%);*
 3. *Highway maintenance/improvements (83%);*
 4. *Critical road/transportation improvements (83%);*
 5. *Complete/safer bike/pedestrian routes (80%)*

Transportation Expenditure Plan (TEP)



Key October Poll Findings (Continued)

3. Voters also support accountability measures like independent watchdog oversight, audits, and regular voter review of the expenditure plan;
4. While there is some regional variance in support for various programs and projects, the top everywhere is:
 1. *Ensure that public transit remains affordable and accessible to those who need it;*

Transportation Expenditure Plan (TEP)



Crafting the Plan

- Used key findings from polling and outreach
- Looked at demand from call for projects
- Looked at how to leverage investments
- Incorporated accountability measures into guidelines
 - *Independent Watchdog Committee*
 - *Continuation of other public committees*
 - *Strict environmental, full funding and reporting requirements*
 - *Commitment to modes (if projects become unable to move forward, funding stays within mode category)*
 - *Complete Streets*
 - *Voter check in every 20 years*



Transportation Expenditure Plan (TEP)



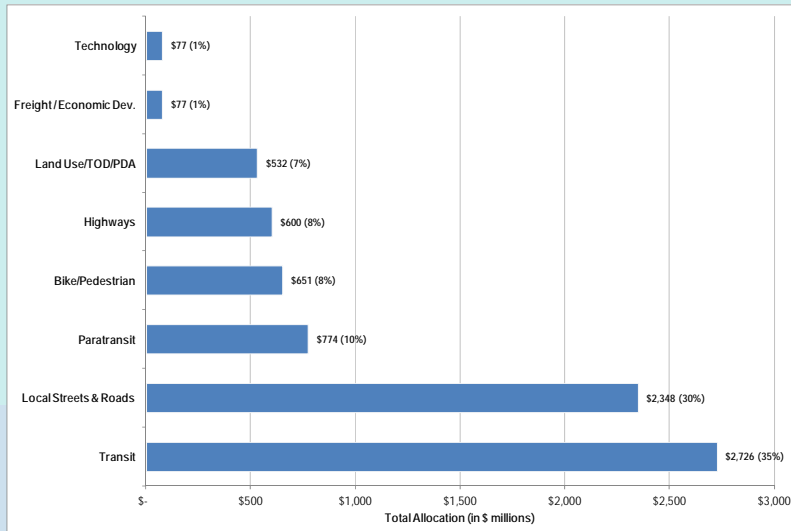
TEP in a Nutshell

- Investments are focused on a multimodal plan and support polling and outreach feedback
 - Mass Transit: 45%
 - Senior/Disabled Transportation
 - Local Streets & Roads: 30%
 - Highway maintenance and improvement: 9%
 - Safer Bike and Pedestrian routes: 8%
 - *Other Investments to support Sustainable Communities and Innovation*
 - Sustainable Land Use and Transportation: 7%
 - Technology and Innovation: 1%

Transportation Expenditure Plan (TEP)



Overview of Projects & Programs

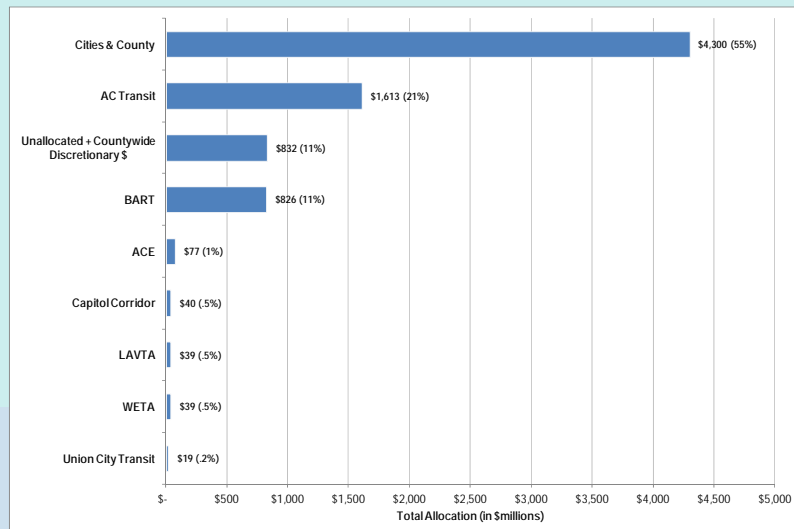


All dollars in millions

Transportation Expenditure Plan (TEP)



Projects & Programs by Agency



All dollars in millions

Transportation Expenditure Plan (TEP)



What Has Changed Since Initial Proposal?

Transit and Paratransit – 45% of total

- Public Transit funds increased from 18.5 to 21% of net revenue.
 - *AC Transit pass through funding increased 16% of net revenue, total of over \$1.2 Billion or 94% increase over current Measure B.*
 - *Potential for BART operations and maintenance funds for first time.*
- Paratransit funding increased from 9% to 10% of net revenue, nearly doubling funds available over current measure.
 - *EB Paratransit revenue more than doubles. (108% increase)*
 - *ADA and City based programs increase by more than 89% in total.*
- Student bus pass given “first priority” for grant funds.

Transportation Expenditure Plan (TEP)



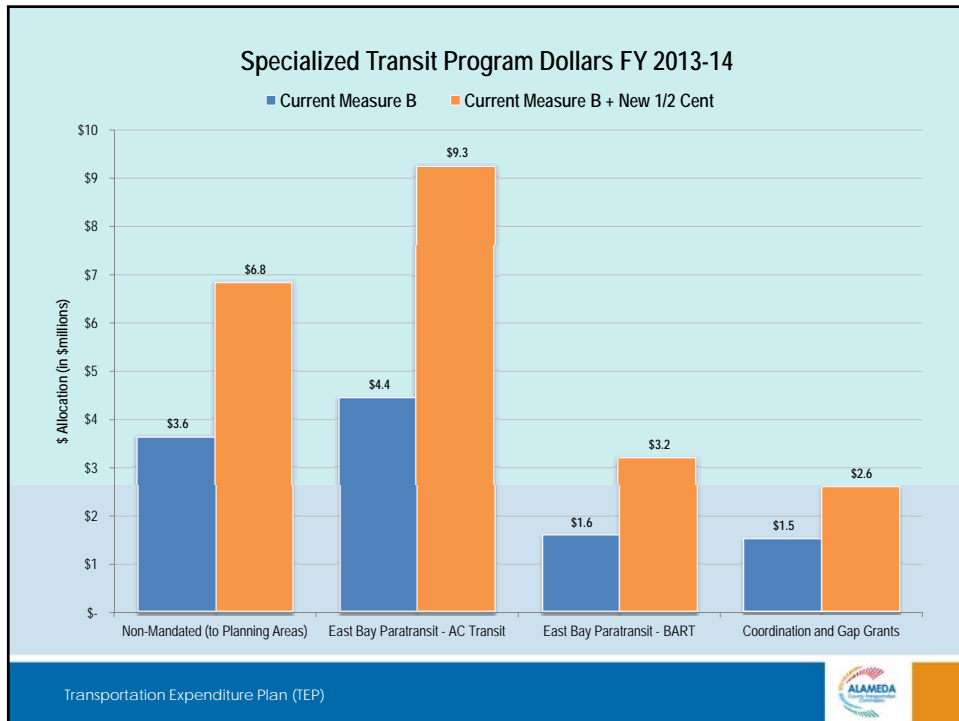
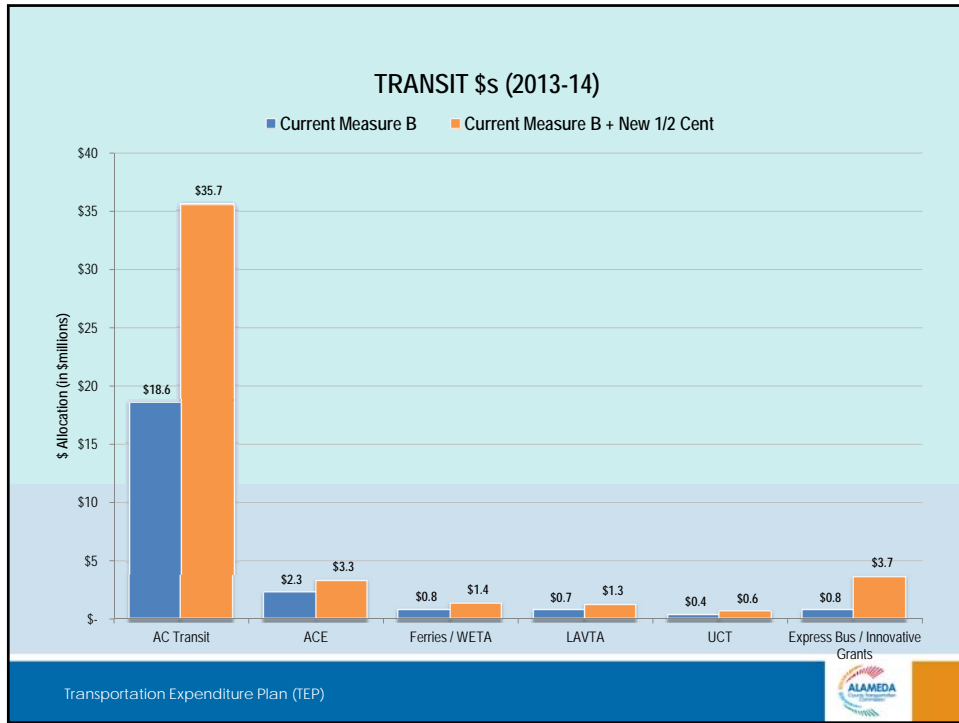
Public Transit Overview

- Public Transit = \$3.5 billion, 45% of funds
 - *Mass Transit: Operations, Maintenance, and Safety Program, \$1,625, 21%*
 - Innovative grants: potential youth transit pass program
 - *Specialized Transit For Seniors and Persons with Disabilities- \$774M, 10%*
 - *Bus Transit Efficiency and Priority- \$35M, 0.5%*
 - *BART System Modernization & Expansion- \$710M, 9.2%*
 - *Regional Rail Enhancements- \$355M, 4.6%*



Transportation Expenditure Plan (TEP)





What Has Changed Since Initial Proposal?

Local Streets and Roads 30% of total

- Pass through funding increased from 18% to 20% of net revenue or over \$1.5 B or 89% increase over current Measure B.
 - *Local pass through funds increase by nearly 90% over current.*

Transportation Expenditure Plan (TEP)



Local Streets & Roads

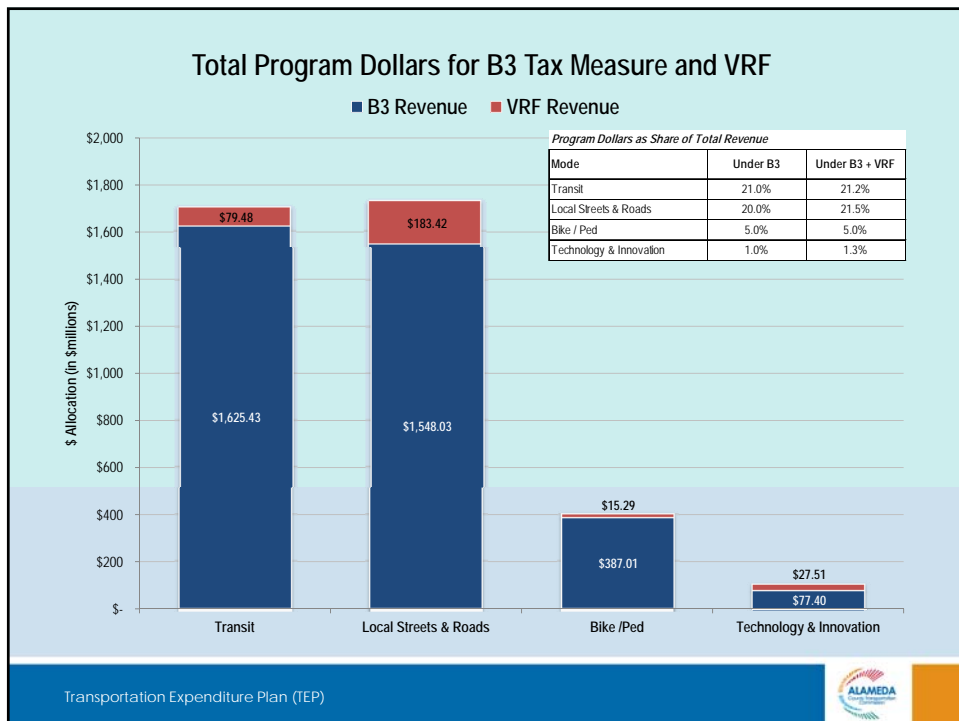
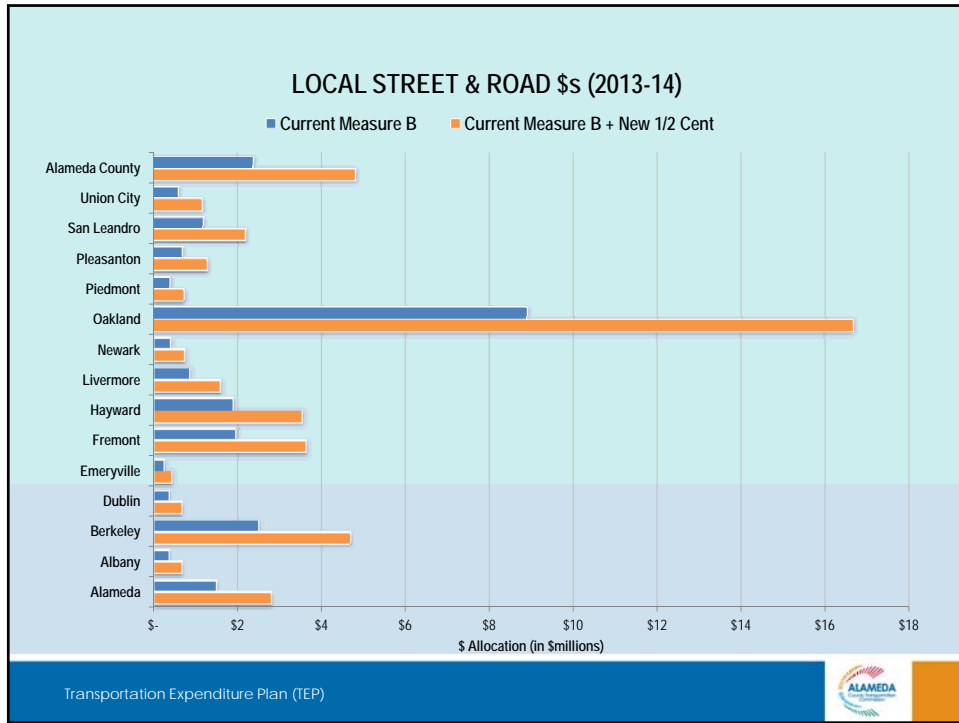
- Local Streets & Roads = \$2.3 B, 30.2% of funds
 - *Major Commute Corridors, Grade Separations, Seismic Safety*- \$800M, 10.2%*
 - *Local Streets & Roads pass-through program to cities and County, \$1,625, 20%*



**Funds may be also be spent on other roadway improvements of countywide significance*

Transportation Expenditure Plan (TEP)





Highway Efficiencies & Freight

- Highway Efficiencies & Freight = \$677 million, 8.7% of funds
 - *Highway Capital Projects*- \$600M, 7.7%*
 - I-80 Improvements
 - I-84 Improvements
 - I-580 Improvements
 - I-680 Improvements
 - I-880 Improvements
 - *Freight & Economic Development- \$77M, 1%*
 - Port of Oakland is 5th busiest container port in Country

*Funds may be also be spent on other highway efficiency improvements of countywide significance



Transportation Expenditure Plan (TEP)



Bicycle and Pedestrian

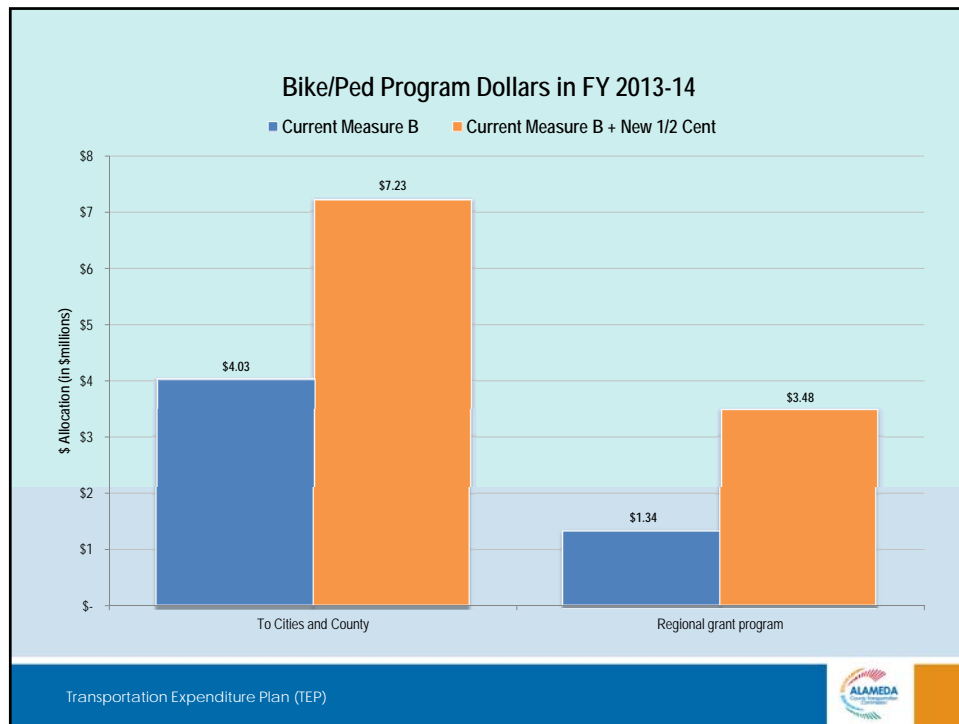
- Bicycle & Pedestrian = \$651 million, 8.4% of funds
 - *Gap Closure on Three Major Trails*: Iron Horse, Bay Trail and East Bay Greenway/UPRR Corridor- \$264M, 3.4%*
 - *Bike and Pedestrian pass-through program to cities and County, \$230M, 3%*
 - *Bike and Pedestrian grant program for regional projects and trail maintenance- \$153M, 2%*

*Funds may be also be spent on other bicycle and pedestrian improvements of countywide significance



Transportation Expenditure Plan (TEP)





Sustainability, Land Use, Technology

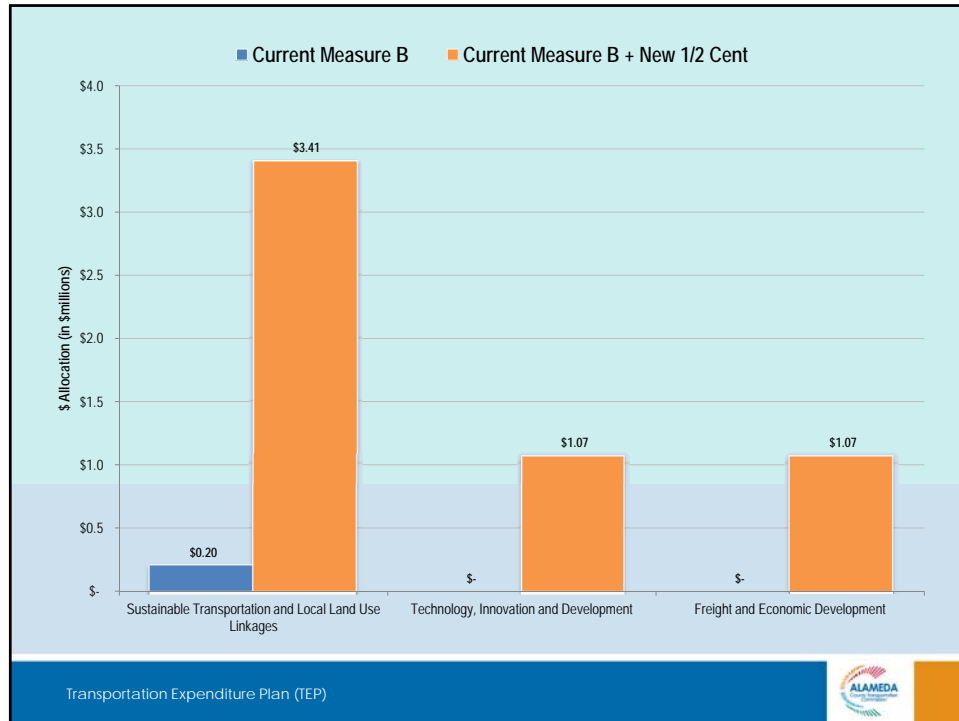
- Sustainable Land Use & Transportation = \$532 million, 6.8% of funds
 - *PDA/TOD Infrastructure Investments**-\$300M, 3.9%
 - *Sustainable Transportation Linkages Program*- \$230M, 3%
- Technology, Innovation & Development = \$77.4 million, 1% of funds



*Funds may be also be spent on other TOD/PDA improvements of countywide significance

Transportation Expenditure Plan (TEP)





Additional Changes Since Initial Proposal

Other Changes in Plan

- Local priorities reflected throughout the plan in consultation with cities and county.
- Administrative cap reduced from 5% to 4% with additional investment in transit pass through funding.

How the TEP Supports SB 375

- Over 60% of the TEP supports projects and programs that provide alternatives to driving
 - *Transit 45%*
 - *PDA/TOD Infrastructure Investments and Sustainable Transportation Linkages Program 7%*
 - *Bicycle and Pedestrian 8.4%*
 - *Technology, Innovation & Development 1% of funds*



Transportation Expenditure Plan (TEP)



How the TEP Leverages Investments

- Local streets and roads and Major Commute Routes
- Bicycle and Pedestrian, local streets and roads, TOD/PDA – complete streets policies on all funds
- BART system modernization, TOD/PDA
- Geographic equity in decision making through Capital Improvement Program
- CWTP and TEP work together to leverage local and state and federal funds

Transportation Expenditure Plan (TEP)



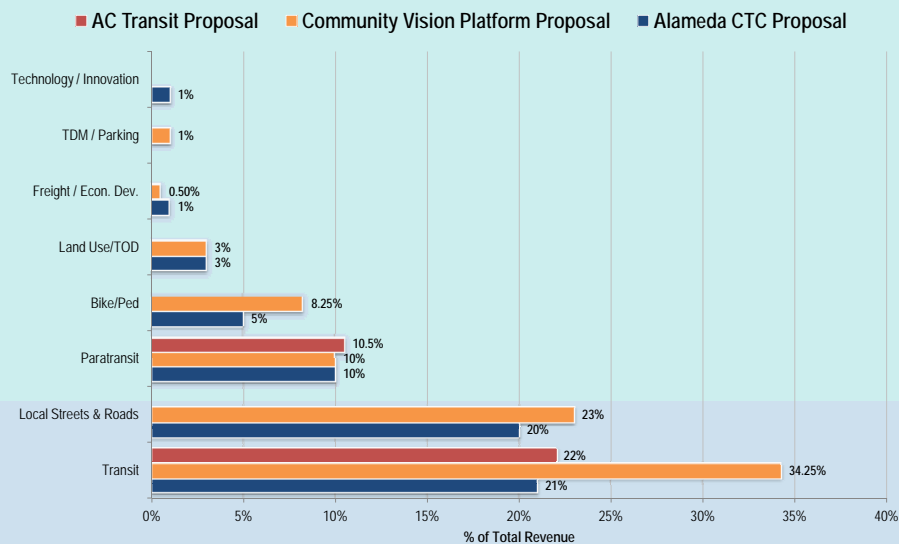
Community Vision Platform and AC Transit Proposals

- CVP submitted as an alternative TEP on November 17th
 - *Recommends 80% for programs*
 - Major increase in transit operations to 25.54%
 - More for local streets and roads to 23%
 - Specific funding dedicated to student youth transit pass program 9%
 - Increase in bike/ped funds to 8.25%
 - Reduce Freight and Economic Development to .5%
 - Add Transportation Demand Management Program of 1%
 - *20% for capital, no highways*
- AC Transit Alternative Platform submitted on November 17th
 - *70% programs: 17.3% for AC Transit operations, 4.5% for AC Paratransit, no funding taken from AC for student pass program*
 - *30% projects*

Transportation Expenditure Plan (TEP)

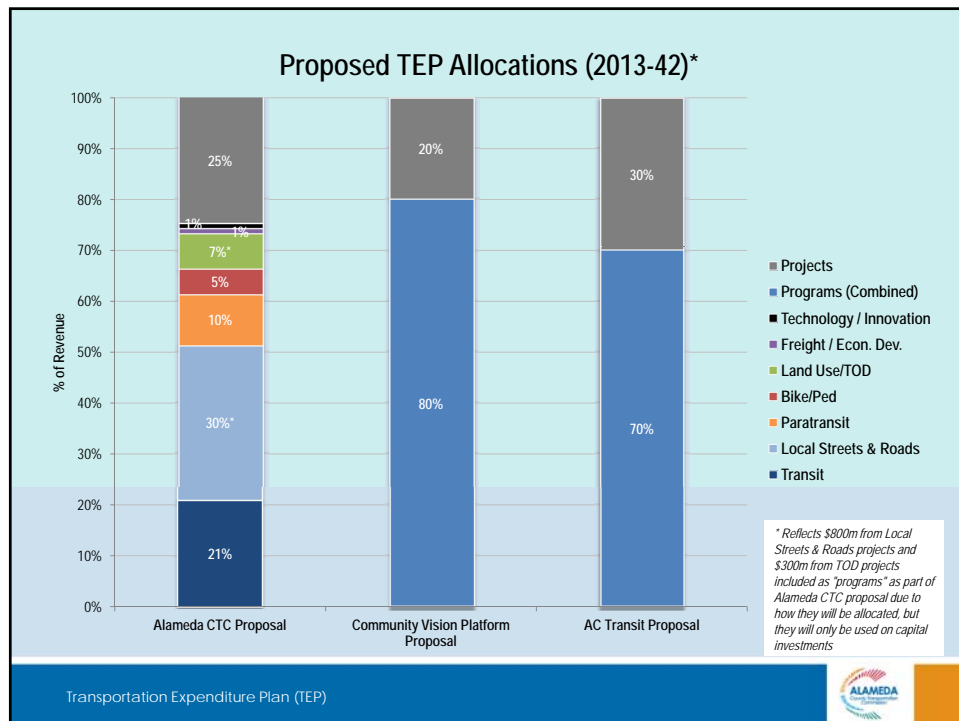
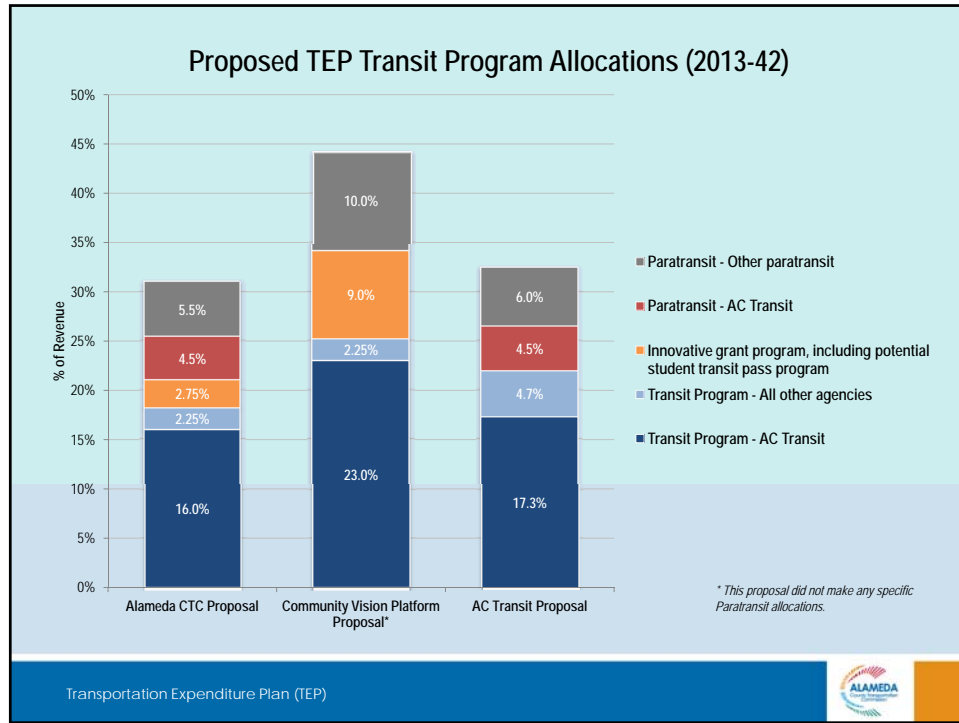


Proposed TEP Program Allocations, by Mode (2013-42)



Transportation Expenditure Plan (TEP)





TEP Constraints

- Legislation allows for increase in sales tax countywide – but ONLY for a one year window.
- If we don't go to the ballot or we don't succeed in November 2012, new State legislation would be required.
- Given State budget issues, and demand for funding across the board, future legislation would not be certain.

Transportation Expenditure Plan (TEP)



TEP Schedule

- Full TEP Draft:
 - *December 1 – to Steering Committee*
 - *December 8 – to Joint CAWG and TAWG meeting*
- TEP to Full CTC Board:
 - *December 16*
- Adoption by City Councils:
 - *Winter/Spring 2012*

Transportation Expenditure Plan (TEP)



TEP Recommendation

- Recommend forwarding the full TEP to the Alameda CTC Board at its December 16th Board Retreat for consideration.

Transportation Expenditure Plan (TEP)



Discussion



Transportation Expenditure Plan (TEP)



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ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Draft

November 2011

ACKNOWLEDGEMENTS

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APPENDICES

A. Full List of TEP Investments by Mode



BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

In November 2002, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are on-going.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today; it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the TEP or the plan) responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs change over time, this expenditure plan covers the period from inception in 2012 through June 30, 2042, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve updates to this plan in the future.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts, as well as expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over \$100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a Safe Routes to School Partnership, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening Interstate-238, constructing the I-680 express lane, improving interchanges I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Certified annual audits have verified that 100% of the public funds authorized in the current plan have been spent as promised.

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the region. The current measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also made the county compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over \$3 billion from outside sources for Alameda County transportation investments.

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, this new Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
 - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.

- Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.
- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to support submitting this expenditure plan to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

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.

The vision recognizes the need to maintain and operate the County's 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, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- 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, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that commitments made in the plan are met. They include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and update of the plan including periodic voter approval for a new expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 **Summary of Investments by Mode**

Mode	Funds Allocated
Transit & Specialized Transit (45%)	\$3,499
Mass Transit: Operations, Maintenance, and Safety Program	\$1,625
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements	\$355
Local Streets & Roads (30%)	\$2,348
Major Commute Corridors, Local Bridge Seismic Safety	\$644
Freight Corridors of Countywide Significance	\$156
Local Streets and Roads Program	\$1,548
Highway Efficiency & Freight (9%)	\$677
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation (7%)	\$532
Priority Development Area (PDA) / Transit-Oriented Development (TOD)	\$300
Infrastructure Investments	\$232
Sustainable Transportation Linkages Program	\$232
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786



TRANSPORTATION INVESTMENTS

This Transportation Sales Tax Expenditure Plan describes a 30-year, \$7.7 billion program designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the initiation of the tax in January 2013 through June 2042. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of our existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local jurisdictions to complete on-going operations and

maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (45%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By nearly doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 lane miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more diverse and the demands of moving goods and people increases. While the era of major highway

building has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the needs to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

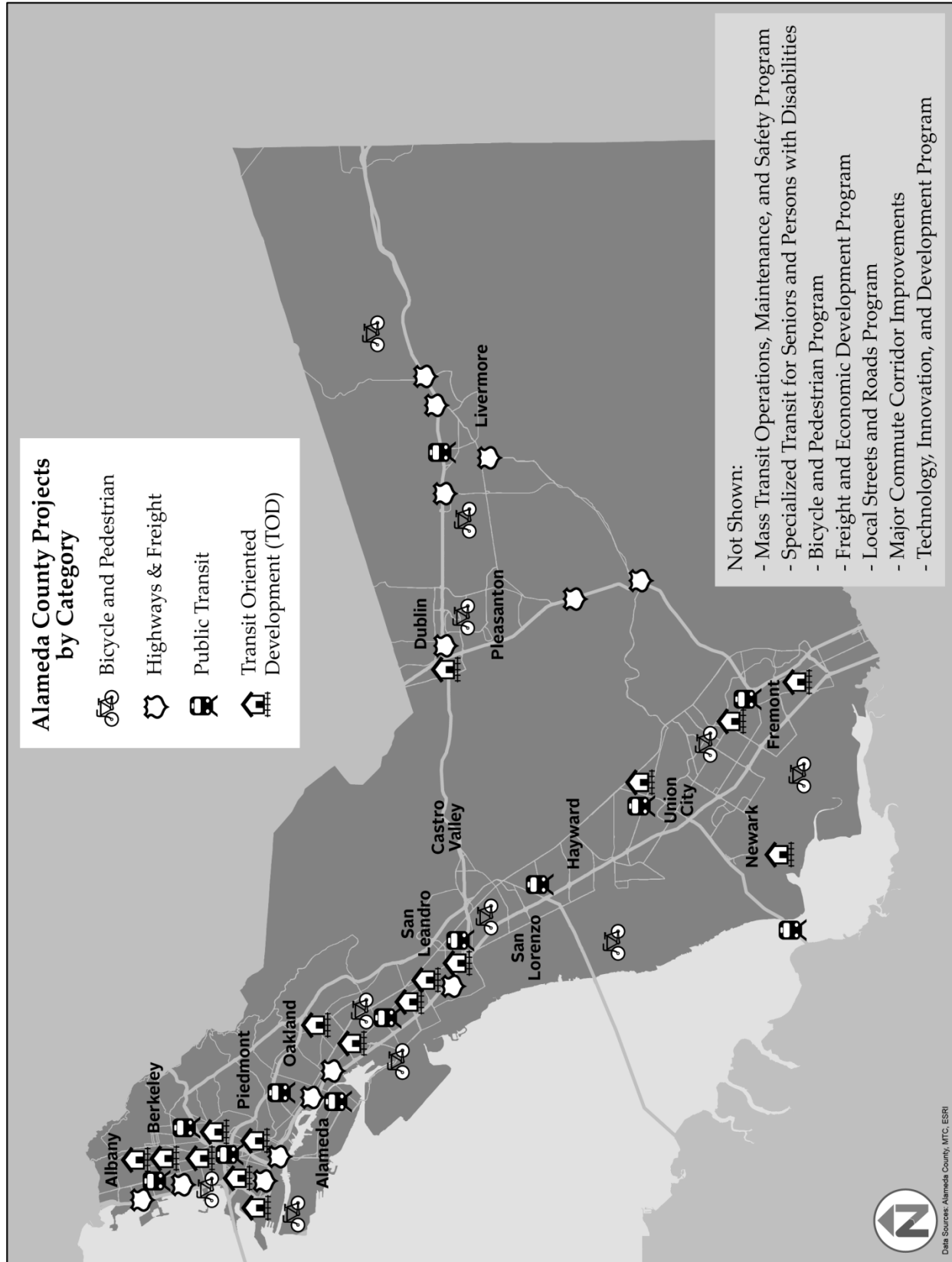
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

SUSTAINABLE TRANSPORTATION, LAND USE LINKAGES AND TECHNOLOGY (8%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, two broader programs have been designed to meet the overarching goals of a sustainable transportation system linked with local land uses: Local Land Use Linkages Program which can assist in getting locations ready for development, as well as fund construction, and a Technology, Innovation and Development Program that can support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.



PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 45% of net revenue from this tax will be dedicated to public transit systems. Major capital investments include upgrades to the existing BART system and

a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge. Funds for operations and maintenance will be provided to bus transit operators in the county (AC Transit, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (21% OF NET REVENUE; \$1,625 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has two primary components:

- **Pass-through funds (18.25% of net proceeds estimated at \$1,412 M)** which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority

(LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) \$Millions
AC Transit	16.0%	\$1,238
ACE	1.0%	\$77
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	18.25%	\$1,412

In addition to these funds, up to \$120 M in operations funding will be available to BART depending on the funding plan for the Irvington BART station, described later in this section.

- **Innovative grant funds administered by the Alameda CTC, including student transportation programs, (2.75% of net proceeds estimated at \$213 million)** for the purposes of funding innovative and emerging transit projects, including programs aimed at increasing the use of transit among junior high and high school students. These student focused programs, including a potential transit pass program for students in Alameda County will be the first priority for funding within this category.

Funds will be periodically distributed on a competitive basis to transit operators who propose projects with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders, including implementation of a potential student bus pass program (first priority for funding)
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, \$774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The proposed program includes three components:

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
 - AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
 - BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at \$232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas:
 - North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.

- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark.
- East County – including the cities of Livermore, Dublin and Pleasanton and unincorporated areas.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

- **Grant funds administered by Alameda CTC (1% of net revenue, estimated at \$77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC on a competitive basis to jurisdictions and community based organizations who propose projects with proven ability to:
 - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
 - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
 - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
 - Improve the efficiency and effectiveness of ADA-mandated and local services.

BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

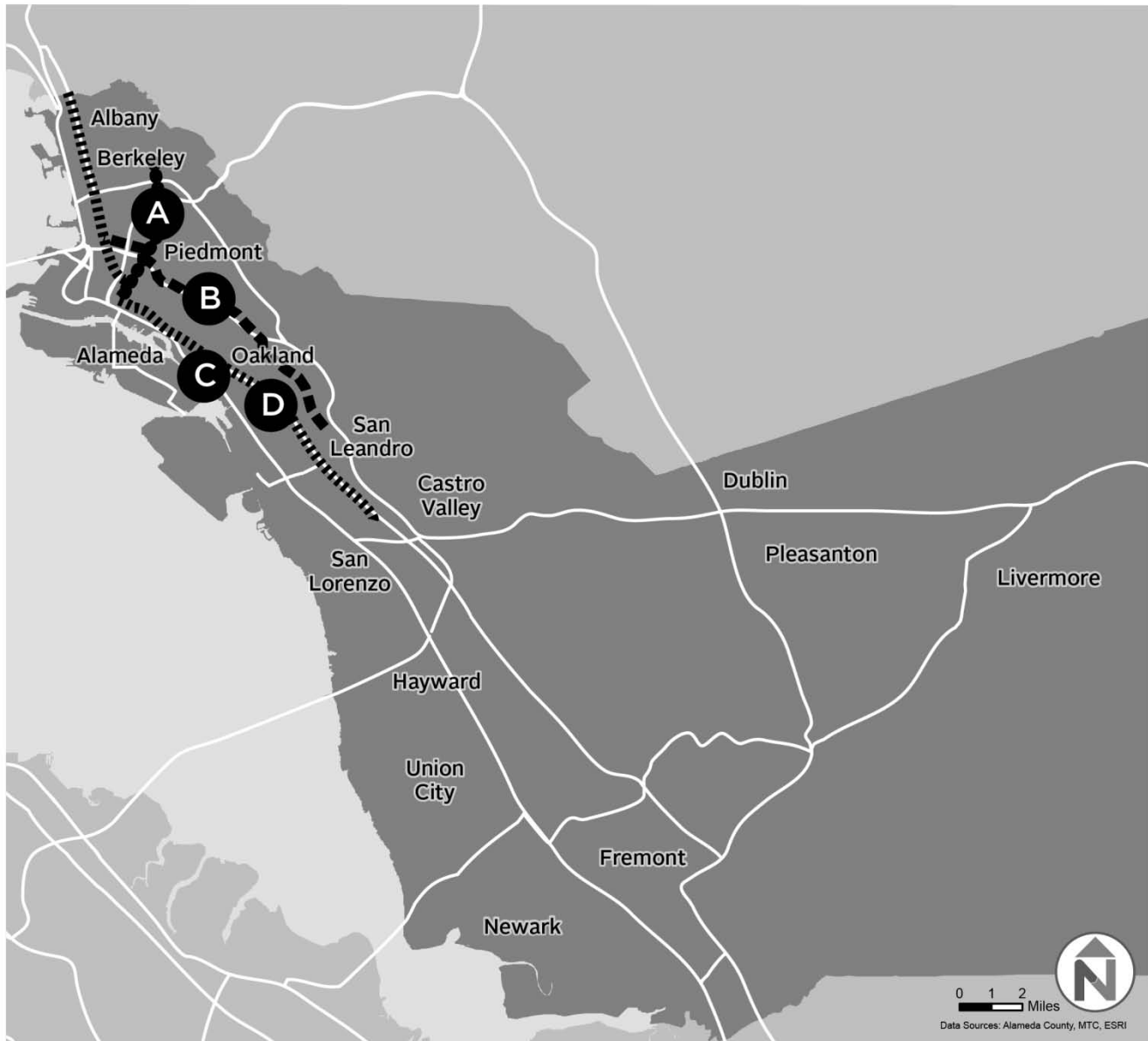
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- The Telegraph Avenue/East 14th/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential extension to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART BRT service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority and Broadway Streetcar (\$10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor. Funds may be used to develop a local streetcar corridor on Broadway in downtown Oakland, connecting Jack London Square, downtown Oakland and Grand Avenue development areas.

BUS TRANSIT INVESTMENTS

- | | |
|---|---|
| <p>A College/Broadway Corridor:
Transit Priority and Broadway Streetcar</p> <p>B - - - - - AC Transit Grand Macarthur
Bus Rapid Transit</p> | <p>C ——— City of Alameda to Fruitvale
BART Bus Rapid Transit</p> <p>D AC Transit East Bay Bus
Rapid Transit Project</p> |
|---|---|

Not Shown:

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

BART SYSTEM MODERNIZATION AND EXPANSION (\$710 M)

The capital projects funded as part of the BART Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

BART Extension to Livermore (\$400 M)

This project includes a range of improvements in the I-580 corridor, investing towards the goal of extending BART service eastward from its current terminus at the Dublin-Pleasanton station. Sales tax revenue will fund project development and provide a local funding contribution towards the full implementation of a preferred transit project.

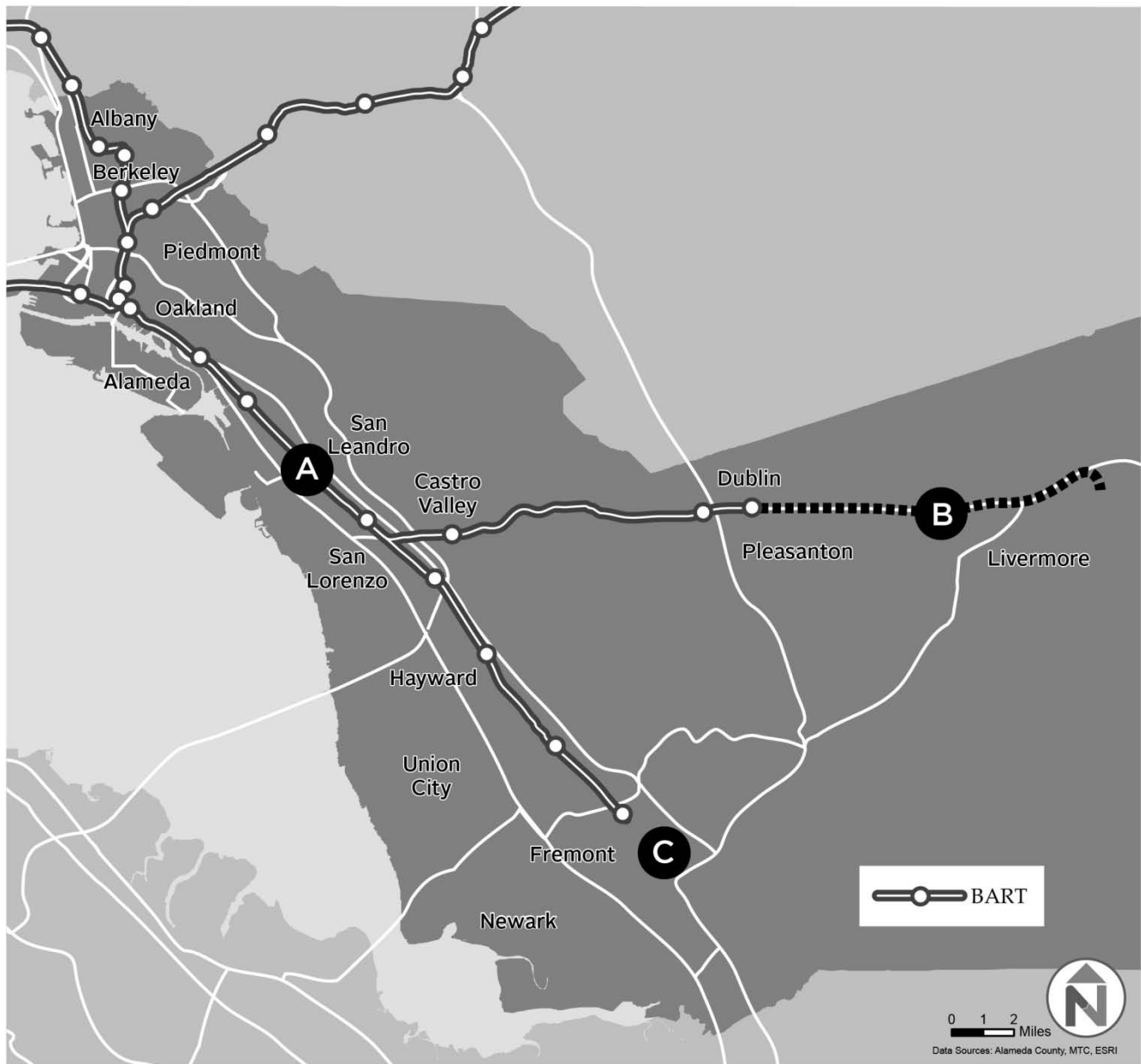
BART Core System Capacity Enhancements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

The Bayfair Connector/BART METRO project will receive \$100 M in sales tax funds to increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

The BART Station Capacity Program will receive \$90 M for enhancing station capacity throughout the existing core BART system in Alameda County, including fire and life safety improvements, expanded platforms, and increased station access to serve an expanding ridership.

The Irvington BART Station will receive \$120 M to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County. In the event that redevelopment funding or other local funds are available for the construction of this station, BART will utilize these funds for other operations and maintenance needs.

BART INVESTMENTS

- A** Bay Fair BART Capacity Enhancement
- B** BART to Livermore Transit Investments
- C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

REGIONAL RAIL ENHANCEMENTS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations

Dumbarton Rail Corridor Implementation (\$120 M)

The Dumbarton Rail Corridor Project will extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. When the service starts, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City.

The project involves repairing and upgrading damaged rail bridges and tracks spanning the bay between Redwood City and Newark, improving existing tracks and signal controls, constructing new passenger rail stations, upgrading existing stations, and constructing a new layover facility. A total of \$120 M is included for the first phase of this system which includes bus transit services across the bridge prior to rail implementation.

The project includes \$75 M for the development of a new multimodal rail station in Union City, serving both BART and Dumbarton Rail passengers.

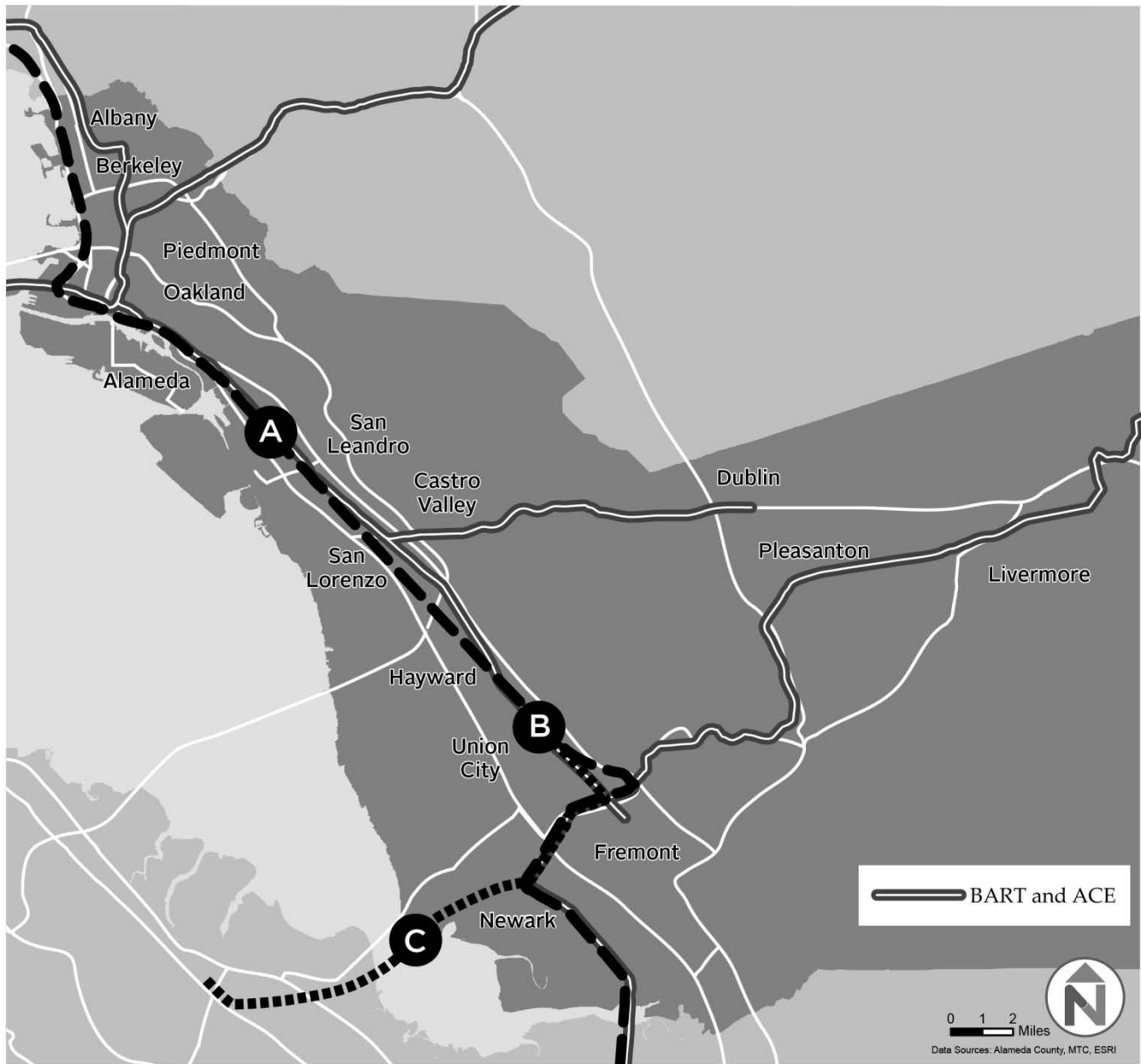
Capital Corridor Service Expansion (\$40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase service from 7 to 16 round trips per day, matching frequencies between Sacramento and Oakland

Railroad Corridor Track Improvements and Right of Way Preservation (\$120 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

REGIONAL RAIL INVESTMENTS



- A** Capitol Corridor Service Expansion ———
- B** Union City Passenger Rail Station
- C** Dumbarton Rail Corridor Phase I

Not Shown:
 - Freight Railroad Corridor
 Right of Way Preservation
 and Track Improvements

LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES; \$1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all modes are considered in the development of the local road system.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions on a

monthly basis to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. This program is intended to augment, rather than replace, existing transportation expenditures.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800M)

Major commute routes, shown on the map on the following page, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclist and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

North County Major Roadways: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation infrastructure improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements.

Central County Major Roadways: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, Tennyson Road grade separation.

South County Major Roadways: East-west connector in North Fremont and Union City, I-680-880 Cross Connectors, widen Fremont Boulevard from I-880 to Grimmer Blvd, upgrade relinquished Route 84 in Fremont.



Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Oakland Army Base Access Roads, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, East 14th St
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro Streets.
- South County:** Central, Mowry and Thornton Avenues, East-West Connector, I-680/880 Cross Connectors, Fremont Blvd, and Route 84.
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Outer Harbor Intermodal Terminal and 7th St Improvements

East County Major Roadways: El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Greenville Road widening, Bernal Bridge construction.

Countywide Freight Corridors: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the development of the Alameda CTC Capital Improvement Program which is updated every 2 years.

HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system.

Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, these will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

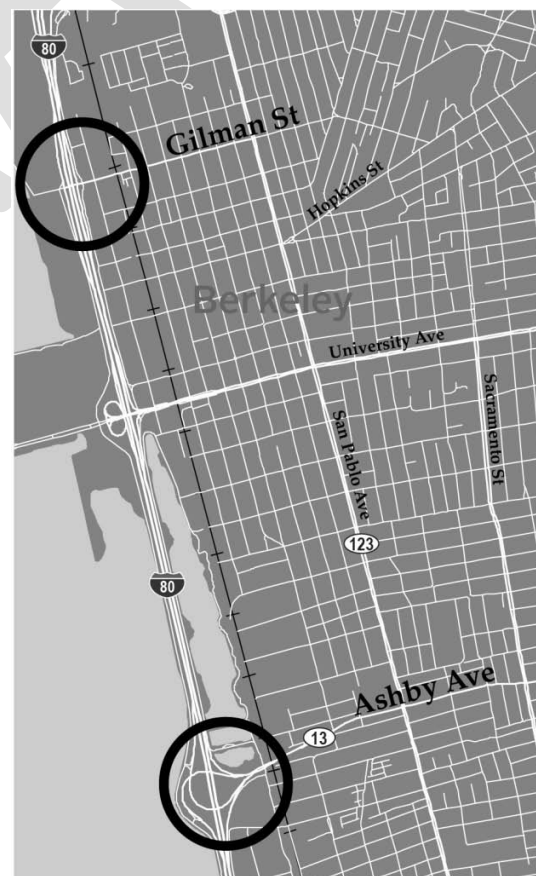
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

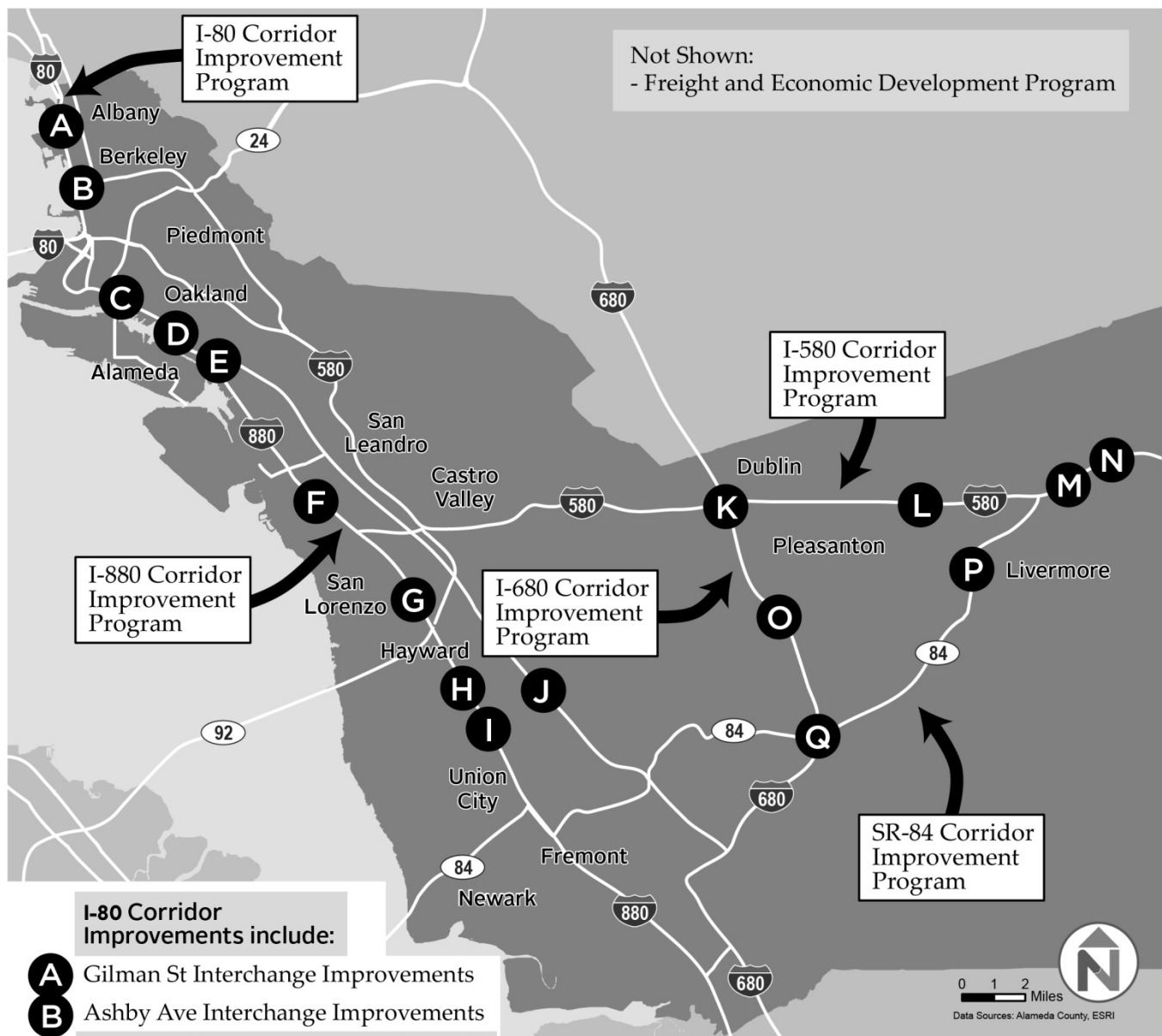
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses and trucks. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which will improve

conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 and will reduce local traffic congestion in Berkeley and Emeryville. The project includes associated corridor improvements on Ashby Avenue.





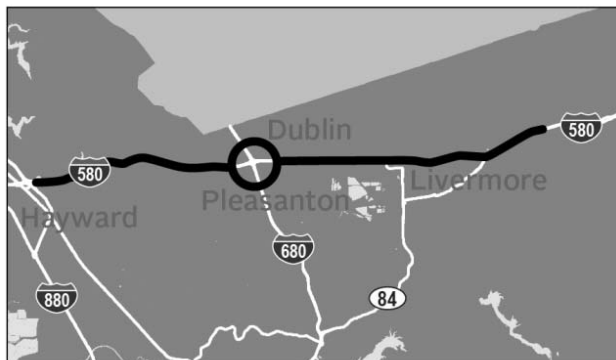
STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the interchange between SR 84 and I-680 including widening SR 84 in the vicinity of this key interchange. In addition, funding will support safety improvements and widening of SR 84 from Pigeon Pass to Jack London Boulevard.



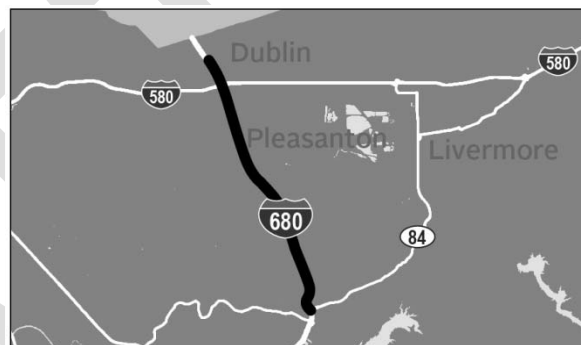
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 connector providing relief to one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 84 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

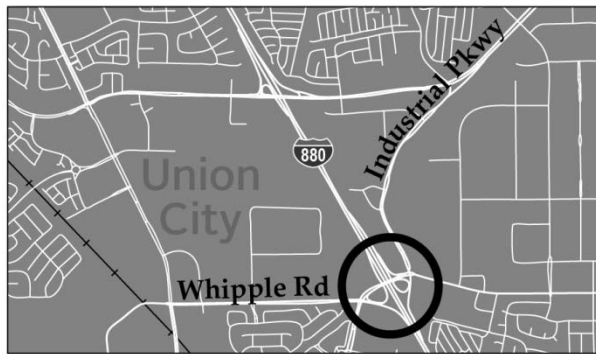
I-880 corridor improvement projects major improvements to key interchanges throughout the corridor beginning with the Broadway/Jackson interchange in Oakland and Alameda to the Whipple/Industrial interchange in Union City and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at

the I-880/I-980 interchange. Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included.

This project will include full interchange improvements at the Whipple Road and Industrial Boulevard Interchanges with I-880 as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists and goods movement in Central and Southern Alameda County.



In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.

- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

trails: the County's East Bay Greenway which provides a viable commute and community access route for many cyclists and pedestrians and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible.

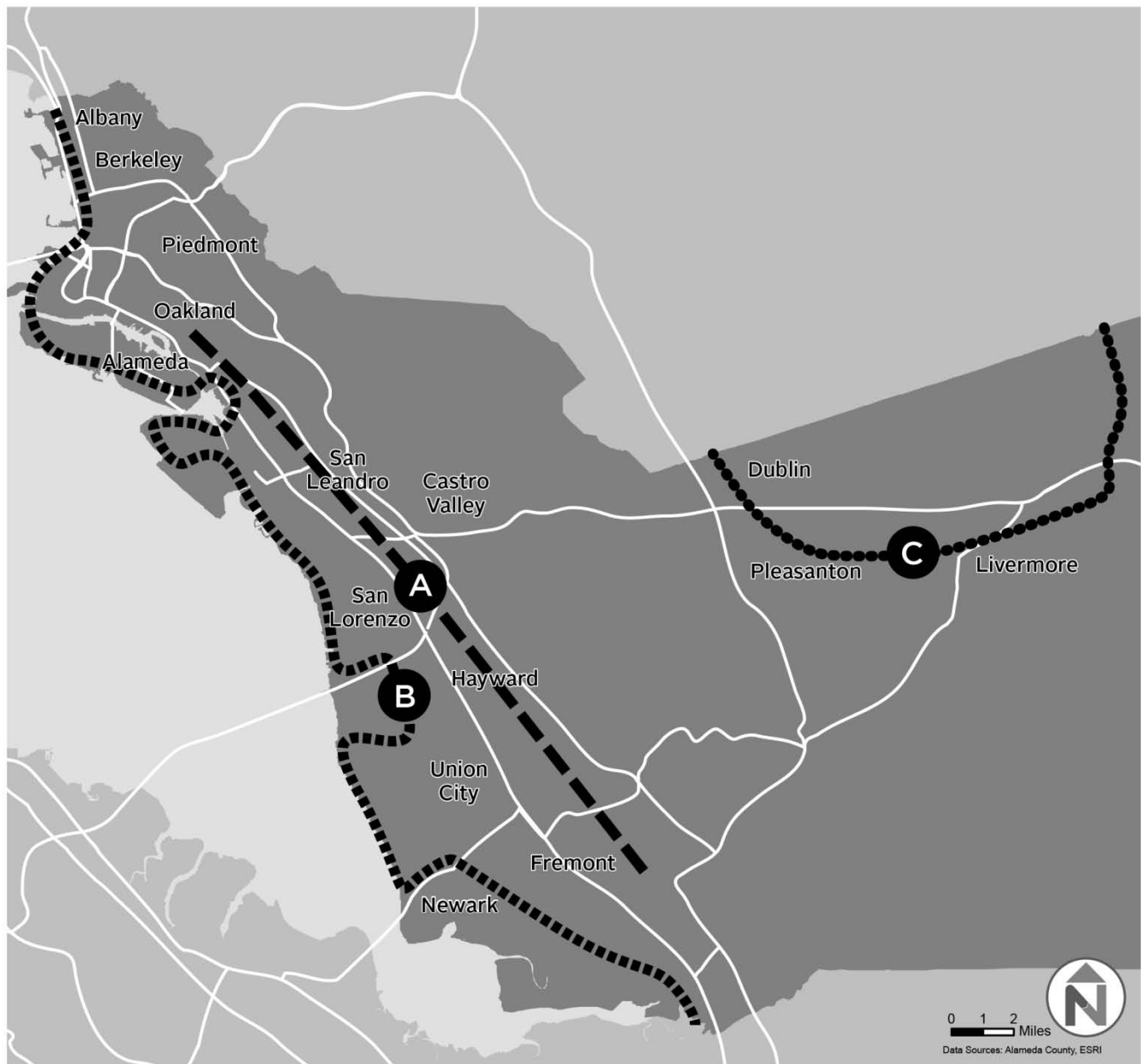
COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes

LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE OR \$387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete our bicycle and pedestrian infrastructure system. The proposed program consists of two components:

- **Pass-through funding** (3% of net revenue, estimated at \$232 M) will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operating and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.
- **Grant funds administered by Alameda CTC** (2% of net revenue estimated at \$154 M) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe cycling. These proposed funds will be periodically distributed on a competitive basis to jurisdictions, including the East Bay Regional Parks, as well as cities and the County to:
 - Provide bicycle education and training
 - Increase the number of trips made by bicycle and on foot
 - Improve coordination between jurisdictions
 - Maintain existing trails
 - Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan
 - Implement bicycle and pedestrian elements of Community Based Transportation Plans
 - Support Safe Routes to Schools



A East Bay Greenway
from Oakland to Fremont



B Bay Trail Gap Closure
and Access projects



C Iron Horse Trail Gap Closure
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 7% of net revenue or about \$532 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19th Street Station Area
- MacArthur BART Station Area
- Ashby BART Station Area

- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project

South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

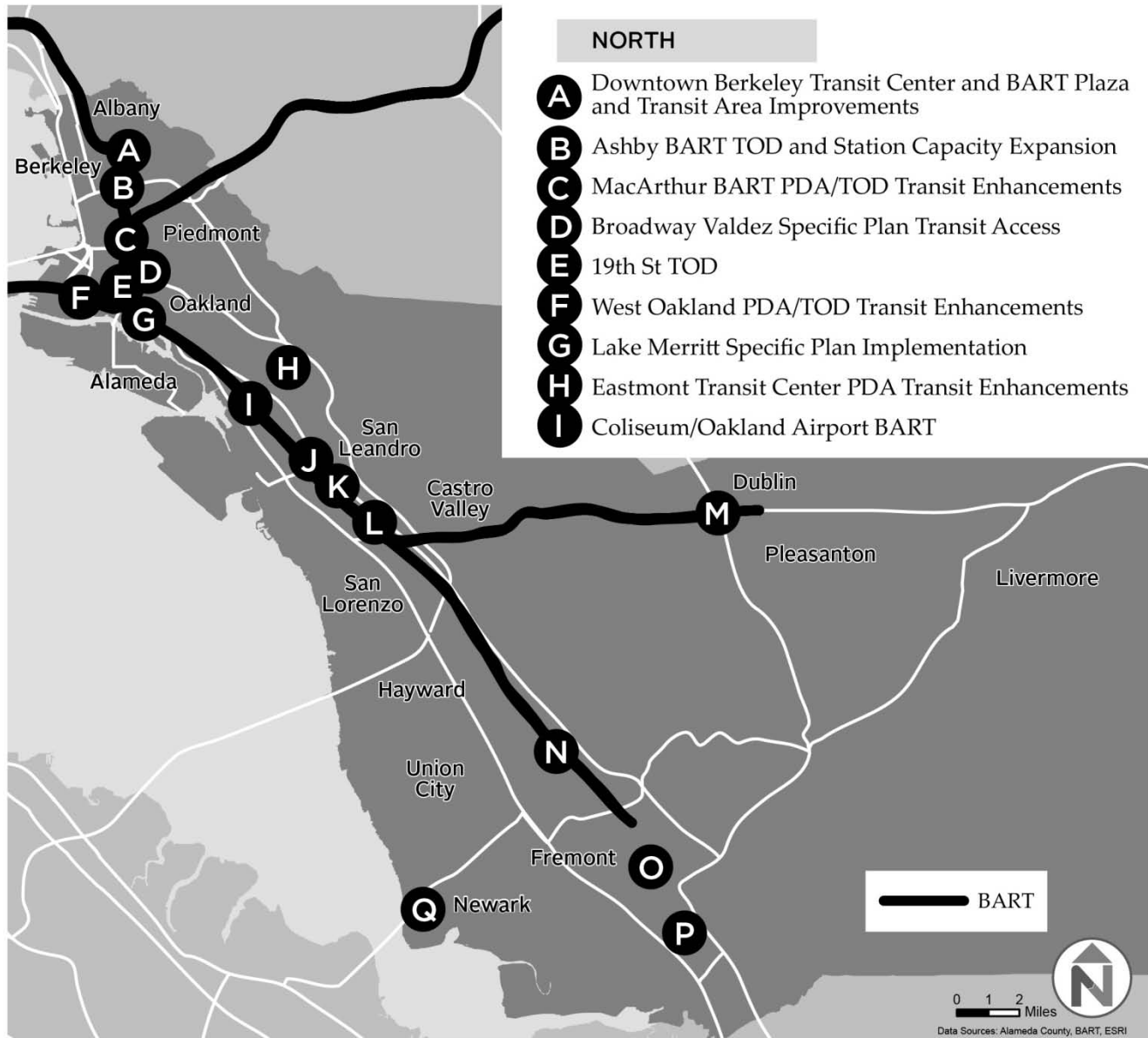
East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development

SUSTAINABLE TRANSPORTATION LINKAGES PROGRAM (3% OF NET REVENUE, \$232 M)

Three percent (3.0%, estimated at \$232 M) of the net revenue are included as discretionary funds to be allocated by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

- Planning, development and implementation of transportation infrastructure serving priority development areas and transit oriented development sites in Alameda County.
- Planning, development and implementation of transportation infrastructure connecting residential and employment sites with existing mass transit.
- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.



The locations drawn on this map are eligible types of investments

- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT(1% OF NET REVENUE, \$77 M)

These proposed competitive grant funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels.
- Environmental mitigation for transportation projects including land banking.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.



GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of taxpayer's savings on an annual basis.

GOVERNING BOARD

The Alameda CTC is governed by a Board of Directors comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives

- One representative from each of the other 13 cities
- AC Transit
- BART

Proceeds from this tax may be used only to pay for programs and projects outlined in this expenditure plan in Alameda County and may not be used for any other purpose, unless amended. Amendments to this plan will require a two-thirds vote of the Board of Directors of the Alameda CTC, following a public hearing. In addition, each of the city councils and the County Board of Supervisors will have an opportunity to comment on any plan amendment prior to its adoption. Under no circumstances may tax revenue collected under this measure be used for any purpose other than local transportation needs and under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The Alameda CTC will hire the staff and professional assistance required to administer the tax to implement projects and programs as outlined in the expenditure plan. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs, will not exceed 4% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax.

Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
 - One representative from the Alameda County Taxpayer's Association
 - One representative from the Sierra Club

- One representative from the Alameda County Labor Council
- One representative from the East Bay Economic Development Alliance
- One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- One representative from the East Bay Bicycle Coalition
- One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

Alameda County Transportation Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair. It is composed of: one staff representative of each city and the County; one staff representative of each transit operator; one staff representative each of the Metropolitan Transportation Commission, Caltrans and the Bay Area Air Quality Management District.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical

Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of for projects and programs in the TEP.

ANNUAL REPORTING

The Alameda CTC is committed to transparency as a public agency along with its many jurisdictional partners. Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. All funds collected under this tax will be subject to an annual audit. This includes independent audits of the expenditures made by local jurisdictions and fund recipients.

The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria.

Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Board of Directors.

FINANCING OF PROJECTS AND PROGRAMS

By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.

The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.

PLAN UPDATES

This transportation sales tax will remain in effect in perpetuity. The projects and programs in the TEP cover the period from the initiation of the tax in January 2013 through June 2042, a period of 30 years. Because needs change over time, the expenditure plan is intended to be revisited no later than the last general election date prior to the plan's termination date in 2042, and every 20 years thereafter.

To adopt an updated expenditure plan, the Board of Directors will appoint an Advisory Committee, representing the diverse interests of Alameda County residents, and businesses. The meetings of the Advisory Committee will be publicly noticed and the committee will be responsible for developing a public outreach process for soliciting input into the plan update.

A recommendation for the adoption of an updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be referred to the cities and to Alameda County to be placed on the ballot. The updated plan will appear

on a general election ballot for endorsement of the voters, where it will require a majority vote for implementation.

RESPONSIBILITY OF FUND RECIPIENTS

All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds, including local hiring requirements.

In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.



IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as amended. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. The funds may not be used for any transportation projects or programs other than those specified in this plan without an amendment of the TEP.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda

CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **Amendments Require 2/3 Support:** To modify this plan, an amendment must be approved by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
5. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

PLAN UPDATE PROCESS

6. **Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in January of 2013 through June 2042, and until this plan is revised.
7. **Plan Update Schedule:** The TEP will be updated at least one time no later than the last general election prior to its expiration in 2042 and then at least once every 20 years thereafter.

8. **Adoption of a New Plan:** In order to adopt an updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents and businesses to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the plan update.

A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions for review. The plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.

All meetings at which a plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

TAXPAYER SAFEGUARDS AND AUDITS

9. **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
10. **Interest Remains within Funds:** All tax revenues and interest earned will be deposited and maintained in a separate fund. Local jurisdictions and any entity that receives these funds must also maintain them in a separate fund. All entities receiving tax funds must report annually on expenditures and progress in implementing projects and programs.

11. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors one-year time extensions.
12. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

RESTRICTIONS ON FUNDS

13. **No Substitution of Funds:** Sales tax revenues shall be used to supplement, and under no circumstances replace, existing local revenues used for transportation purposes.
14. **No Expenditures Outside of Alameda County:** No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.
15. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to the requirements of the California Environmental Quality Act (CEQA), Title VI of the Civil Rights Act, and other laws and regulations of federal, state and local government. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations.

16. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments should consider the needs of all modes. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes are considered in the expenditure of funds.
17. **Local Contracting and Jobs:** The Alameda CTC and each agency receiving and expending transportation sales tax funds will develop a policy supporting the hiring of local contractors and residents from Alameda County in the expenditure of these funds.
18. **Agency Commitments:** To ensure the long-term success of the TEP, all recipients of funds for capital projects will be required to show the capacity to maintain and operate any capital investment prior to receiving final approval of funding.
19. **Eligible Project Development Phases:** All phases of a capital project, unless specifically excluded in the TEP, are considered eligible for capital project funding, including:
 - a. Project scoping and initiation
 - b. Planning and environmental analysis
 - c. Preliminary Engineering
 - d. Design
 - e. Right of way acquisition and relocation
 - f. Utilities relocation
 - g. Construction and construction engineering and management
 - h. Project evaluation
20. **Consistency with Regional and State Plans and Laws:** Projects included in the TEP shall be consistent with the adopted regional transportation plan, which is required by state law to be consistent with federal planning and programming requirements, including the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

21. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

22. **Annual Fund Programming:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors.
23. **Fund Allocations:** Projects included in the TEP have been vetted for their feasibility and project readiness. However, should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, funding will remain within its specific category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and may be reallocated to other investments in the same funding category at the discretion of the Alameda CTC Board of Directors.
24. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.
25. **Bonding:** The Alameda CTC is permitted to accelerate project delivery through the issuance of bonds, payable from the share of sales tax revenues allocated to capital projects over the life of this plan.

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (45%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,238.43	16%
		BART*	\$120.00	
		ACE	\$77.40	1%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$212.85	2.75%
		Sub-total	\$1,625.43	21%
	Specialized Transit For Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		Sub-total	\$774.02	10%
	Bus Transit Efficiency and Priority	Grand Macarthur BRT	\$6.00	
		City of Alameda to Fruitvale BART BRT	\$9.00	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.00	
		College/Broadway Corridor: Transit Priority + Broadway Streetcar	\$10.00	
		Sub-total	\$35.00	
	BART System Modernization and Expansion	Irvington BART Station*	\$120.00	
		BayFair BART Capacity Enhancement	\$100.00	
		BART Station Modernization and Capacity Improvements	\$90.00	
		BART to Livermore Phase I	\$400.00	
		Sub-total	\$710.00	
	Regional Rail Enhancements	Dumbarton Rail Corridor Phase I	\$120.00	
		Union City Passenger Rail Station	\$75.00	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$120.00	
		Capitol Corridor Service Expansion	\$40.00	
		Sub-total	\$355.00	
	TOTAL		\$3,499.45	45%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years.

* Up to \$120 M in operations funding will be available to BART depending on the funding plan for the Irvington BART station.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects	\$285.00	10%
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street		
		Central County Example Projects	\$57.00	
		Crow Canyon Road Safety; San Leandro LS&R; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation		
		South County Example Projects	\$268.00	
		Central, Mowry and Thornton Avenue Improvements; East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont		
		East County Example Projects	\$34.00	
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction		
		Sub-total	\$644.00	
		Freight Corridors of Countywide Significance*		
		Outer Harbor Intermodal Terminal	\$46.00	
		7th Street Grade Separation and Roadway Improvement	\$110.00	
		Sub-total	\$156.00	
	Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
TOTAL		\$2,348.03	30%	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years.

* Funding may also be used for major truck routes serving the Port of Oakland.

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	
		I-80 Ashby Interchange improvements	\$52.00	
		Sub-total	\$76.00	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Sub-total	\$132.00	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		Sub-total	\$48.00	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.00	
		Sub-total	\$60.00	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road Interchange improvements	\$60.0	
		I-880 Industrial Boulevard Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation	\$85.0	
		Sub-total	\$284.00	
	Highway Capital Projects	Sub-total	\$600.00	
	Freight & Economic Development	Freight and economic development program	\$77.40	1%
	TOTAL		\$677.40	9%
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.00	
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.01	8%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds	
Sustainable Land Use & Transportation (7%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*	\$198.50	4%	
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements			
		Central County Example Projects			\$69.00
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape			
		South County Example Projects	\$22.50		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements			
		East County Example Projects			\$10.0
		West Dublin and Downtown Dublin TOD			
	Sub-total	\$300.00			
	Sustainable Transportation Linkages Program	Sustainable Transportation Linkages Program	\$232.20	3%	
TOTAL		\$532.20	7%		
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%	
TOTAL NEW NET FUNDING (2013-42)			\$7,786		

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years.

* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area \$40 M, Broadway Valdez \$20M, Lake Merritt \$20 M, West Oakland \$20 M, Eastmont Mall \$20 M, 19th Street \$20 M, MacArthur \$20 M, Ashby \$18.5 M, Berkeley Downtown \$20 M.

TEP Comments

Chapter/ Figure	Page	Other Identifier	Commenter First Name	Commenter Last Name	Comment	Response
Figure 2		Transit & Specialized Transit	Jeff	Flynn	LAVTA would like to request that our paratransit service be separated out in the “Specialized Transit for seniors and persons with disabilities” category. LAVTA is a mandated service under the ADA just as East Bay Paratransit is.	Historically the Cities of Livermore and Dublin have allocated their city-based paratransit funds to LAVTA for administration of both mandated and non-mandated services. Restructuring the formula would require each of the two cities to develop their own paratransit programs and would require full restructuring of how the funds are allocated in the area. Staff recommends retaining the same formula as in the current measure, which significantly increases the amount of funding to LAVTA for paratransit services.
Figure 2		Transit & Specialized Transit	Jeff	Flynn	Under “Mass Transit”, please provide the methodology for comment on how the percentages are determined. ACE will receive over twice as much as LAVTA, yet ACE has half of LAVTA’s ridership and has support from two other counties.	Transit operation funding is allocated roughly proportionally to ridership
		Transit & Specialized Transit	Jeff	Flynn	Under “Specialized Transit for Seniors and Persons with Disabilities”, please provide the methodology for comment on how the non-mandated percentage is allocated. Based on the prior Measure B split by planning area, East County only receives 0.21%. We believe this is less than should be allocated to our service area. Also as mentioned in bullet No. 1, we believe that LAVTA should be separated out from non-mandated operators.	The funding allocation is based on population of 70 and older. See above for paratransit services.
N/A		N/A	Jeff	Flynn	Is there language in the TEP that states that the allocation formulas will be reassessed on a periodic basis such as with the Census?	There is already language that says that the allocation formulas will be reassessed on a periodic basis,
N/A		N/A	Bruce	Williams	Why is the data all presented with a 2042 time horizon? As I understand it, the proposal would be for a permanent extension of the sales tax, and a vote on an expenditure plan every 20 years (so the next vote will be in 2032, correct?).	The tax will be collected beginning in January 2013 and the tax is permanent, but that the expenditure plan is through 2042 and will be updated periodically.
N/A		N/A	Bruce	Williams	Given that all of the projects and programs won’t be fundable in the 20 year expenditure plan time horizon, how will decisions be made about what is funded, and when? This is true not only for named projects, but even more so for project groupings (like TOD). Will there be calls for projects to determine which projects are truly ready to go? How will regional equity (both between and within planning areas) be policed? While we have specific questions as indicated below, this general comment is true for all categories.	Funding for the Major Commute Corridors and TOD/PDA capital category will be allocated through the Alameda CTC Capital Improvement Program, which is a five-year document, updated every two years. The CIP will include provisions for geographic equity. For capital investments in which the TEP is only a portion of the funding, project sponsors will be required to develop a full funding plan to identify how the project will be fully funded. If they are not able to develop a full funding plan and receive environmental clearance in 7 year, with possible 1-year extensions, the project will be considered undeliverable and the funds will remain within the same modal category.
Figure 3		Local Streets & Roads	Bruce	Williams	<i>I am confused about the following categories of projects in bold and what they mean for Oakland specifically:</i> Major Commute Corridors – while Oakland is very happy to see \$441 million reserved for North County in this category, we are concerned that the named projects alone could eat up all of the funds specified (and also note the footnote that any arterials are fundable from this source). Oakland is critically interested in obtaining funds - over and above pass through - for Citywide street resurfacing, and we need to know to what extent this source is a potential source for funding local arterials IN ADDITION to Oakland Army Base Transportation Infrastructure Improvements. In summary, I’m confused about whether the named projects are examples of how the funds COULD be used, or if the named projects are REQUIRED uses.	There is a separate category for countywide freight corridors under the Major Commute Corridors with a separate dollar amount. Specific projects will be determined as part of the capital improvement program which is updated every 2 years.
Figure 4		Highways & Freight	Bruce	Williams	I-880 Improvements: Local Access and Safety Improvements – Is it determined how much of the \$85 million is devoted to Oakland projects?	Funding in this category will be allocated to projects based on readiness
Figure 4		Highways & Freight	Bruce	Williams	Freight and Economic Development – What are the assumptions about how this funding will be used? Would improvement of truck routes be an allowed use?	Chapter 2 describes the freight program and allows for improvements on designated truck routes.
Figure 5		Bicycle and Pedestrian	Bruce	Williams	Bicycle and Pedestrian: Gap Closure on Three Major Trails – how much of this funding is devoted to Oakland Bay Trail and East Bay Greenway projects? We submitted a CWTP request for a bike ped bridge over Oakland Estuary and other funds to complete gaps in our Bay Trail, and we assume that at least the bike/ped bridge is fully funded in this item but it is difficult to determine.	Project investments in these trails will be funded based upon readiness
Figure 5		Sustainable Land Use & Transportation	Bruce	Williams	PDA/TOD – again, we are happy to see nearly \$200 million devoted to this category in North County, but we wonder how individual projects will be funded, and how equity will be maintained between cities.	Funding for the TOD/PDA capital category will be allocated through the Alameda CTC Capital Improvement Program, which is a five-year document, updated every two years. The CIP will include provisions for geographic equity.
Figure 5		Sustainable Land Use & Transportation	Bruce	Williams	Sustainable Transportation Linkages Program – What is it? I can’t find a description anywhere, but perhaps I’ve missed it. Is this where CBTP projects ended up?	See chapter 2.
N/A		N/A	Bruce	Williams	While I am not questioning any of the funding levels for individual programs in this email, I hope to submit comments prior to the Steering Committee that may include requests to amend funding levels or further specify uses.	Comment noted.
Chapter 1	1	Fulfilling the Promise to Voters, paragraph 2.	Jo Ann	Lew	The first sentence refers to improvements, but there is no mention of maintaining the current system. Recommendation : Revise sentence to say “...the need to continue to maintain and improve the County’s....”	Comment will be incorporated
Chapter 3	1	Governing Board, last paragraph	Jo Ann	Lew	The 1% rate is the same as the current Measure B and the 5% rate is higher. If Alameda CTC supplements the current staff to administer the tax, both rates should be lower since it is unlikely Alameda CTC will duplicate its current costs and staff. The 1% and 5% rates are not justified. Recommendation : Lower the 1% rate to 0.75% and the 5% rate to 3%.	The administration cap is now at 4% with a 1% salary cap.
Chapter 3	3	Plan Updates, paragraph 1	Jo Ann	Lew	Regarding the reference to “initiation of the tax in 2012”, if the tax measure passes in November, how is it possible to begin collecting the tax in 2012? Recommendation : Clarify the start and end of the 30 year period.	The tax will be collected beginning January 2013, and this has been clarified in the TEP.
Chapter 3	4	Responsibility of Fund Recipients, paragraph 1	Jo Ann	Lew	There is no mention of recipients signing a Master Funding Agreement. Recommendation : Include a requirement that recipients sign a Master Funding Agreement.	All fund recipients will be required to enter into agreements to receive the funds.
Chapter 4	1	Administration of the Plan, bullet No. 3	Jo Ann	Lew	I do not understand the Board hiring staff and consultants. The Alameda CTC Executive Director and authorized managers should hire staff and staff should contract for consultants on a competitive basis. Recommendation : Delete the first sentence after “Salary and Administration Cost Caps” because it does not address cost caps.	This has been clarified.
Chapter 4	1	Administration of the Plan, bullet No. 5	Jo Ann	Lew	I am unclear on how this will be enforced. Recommendation : Explain enforcement of this bullet item.	Compliance will be evaluated on an annual basis through the submission of annual compliance reports similar to the current method.
Chapter 4	1	Plan Update Process, bullet No. 6	Jo Ann	Lew	There appears to be a conflict between the first and second sentence. The use of the word “perpetuity” gives the appearance the tax will be collected forever while the second sentence refers to a June 30, 2042, end date. Recommendation : Rephrase the first sentence to be consistent with the second sentence.	This has been clarified.
Chapter 4	1	Plan Update Process, bullet No. 6	Jo Ann	Lew	Regarding the reference to “implementation in November of 2012”, if the tax measure passes in November, how is it possible to begin collecting the tax in the same month? Also, 30 years after November 2012 is November 2042. Recommendation : Clarify the start and end of the 30 year period.	This has been clarified.
Chapter 4	2	Taxpayer Safeguards and Audits, bullet No. 14	Jo Ann	Lew	I am unclear on the meaning of “expeditiously” as used here and how the Alameda CTC intends to enforce the timely use of the funds. Recommendation : Clarify “expeditiously” and refer to the Master Funding Agreement for expeditious use of funds.	This is clarified in the funding agreements.

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Chapter 4	2	Restrictions on Funds, bullet No. 15	Jo Ann	Lew	I am unclear on how this will be enforced. <i>Recommendation</i> : Explain enforcement of this bullet item.	Compliance will be evaluated on an annual basis through the submission of annual compliance reports similar to the current method.
Chapter 4	3	Restrictions on Funds, bullet No. 18	Jo Ann	Lew	The reference to “all investments” is too restrictive and would prevent local jurisdictions from exercising its authority to make local decisions in regards to its streets and roads. It is not always economical or efficient to expand a local project to meet both “complete streets requirements” and “Alameda County guidelines.” <i>Recommendation</i> : Provide flexibility in meeting “complete streets requirements”, particularly when funding is not available but improvements are necessary.	The language indicates that all modes must be considered in all fund expenditures per Complete Streets and Alameda CTC guidelines, which will be under development in the coming year.
Chapter 4	3	Restrictions on Funds, bullet No. 19	Jo Ann	Lew	Is the policy a requirement? <i>Recommendation</i> : Change “will develop a policy” to “shall develop a policy.”	This policy will be developed beginning early 2012.
			Keith	Carson	<i>The eight people who submitted the letter requested the following TEP process improvements:</i>	The polling cross-tabs and public outreach report are on the Alameda CTC website. The projects and programs are included in Chapter 2 of the TEP. Capital projects in the Major Commute Routes and TOD/PDA categories will be allocated based upon readiness through the Capital Improvement Plan process described above. The Alameda CTC may consider a time extension.
			Dave	Campbell	- Provide background data for staff’s proposals, namely A) a comparison of proposed funding and identified need for each program; B) a detailed breakdown of each project and	
			Manolo	Gonzalez-Estay	program category; C) the geographic distribution of the project expenditures; D) detail of how the performance evals and public input, including polling results, contributed to the	
			Lindsay	Imai	staff proposal; E) all data from the EMC phone poll, including crosstabs, original data from online surveys, input from individual workshops including dot voting, toolkit data	
			Michele	Jordan	collected, and any other input collected to inform the development of this plan; and F) an explanation as to why the East part of the County was over-sampled relative to its	
			Bette	Ingraham	percentage of population in recent polling results, and how this may have affected the polling results.	
			John	Knox White	- Revise the TEP development schedule to allow time for information to be thoughtfully analyzed and considered by the CAWG, TAWG, Steering Committee and the full Alameda	
			Matt	Vander Sluis	CTC Board.	
		“Bayfair Connector” (Project #240180)	Pat	Piras	This project should be re-identified as MultiCounty. While it happens to be located in the Central Area, its purpose is primarily to serve passengers to or from East and South County (as well as Santa Clara County). Only a small portion of any benefit will accrue to Central County. Since this is included in the CWTP under “Vision projects”, on what basis is it included in the draft TEP? Also, what is the current estimate of the number of homes to be displaced by the project, and where are they located?	By funding it in the TEP, it will be moved out of the Vision category in the CWTP. It will be recategorized as multi-county. We will work with the project applicant to request more on this project regarding construction impacts.
		Alameda to Fruitvale BRT	Pat	Piras	The draft TEP (Figure 2) includes a project labeled “City of Alameda to Fruitvale BART BRT” for \$9M, which appears to correspond to, and fully fund, project #24007, but which is described in the CWTP list as “Rapid Bus” instead. However Beth pointed out to me project #98207 (Broadway/Jackson) which has a much larger cost, and would connect to 12 th Street BART. Which project is proposed to be included in the TEP? If the “Fruitvale” connector, is it a separate ROW “true” BRT, or a “Rapid”? If the former, the costs looks way too low. Also, If the Fruitvale Connector is the TEP project, how would it be operated, and at what annual cost and fund source(s)? AC Transit staff does not seem to be involved in anything about the project.	The project is the Rapid Bus and has been corrected in the TEP.
		“Broadway Streetcar”	Pat	Piras	This is combined in the draft TEP with “College Broadway Transit Corridor” (#240372 for \$5M) so it appears to have a cost of \$5M, but I can’t find a project number in the CWTP list. What is it, since AC Transit staff do not seem to know about this either? Also, same questions about annual operating cost and fund source(s) as above.	This project will include transit and access to transit improvements in the Broadway Corridor. Operating costs will need to be identified as part of the project development and funding plan requirements.
		BART to Livermore – Phase 1	Pat	Piras	What is expected to be accomplished for the proposed \$400M investment? Also, what about requiring a “match” from San Joaquin County, since a large purpose for the project would be to serve them?	This funding, combined with regional funds, will begin the first phase of an a transit extension from the current BART terminus with the goal of extending BART service eastward.
		Highway Efficiency” Projects (Figure 4 in the draft TEP)	Pat	Piras	What analysis has been or will be done to identify GHG and emissions reductions from these projects? Health impacts, including cumulative, on residents in the area of these projects should be quantified also.	The CWTP includes evaluation of the GHG emissions reductions for projects and programs in the CWTP, out of which projects and programs are being funded with the TEP. There will not be a separate TEP analysis.
		“Specialized Transit for Seniors and People with Disabilities”	Pat	Piras	In particular, there should be strong performance requirements for the “non-mandated” programs, especially to ensure cost-effectiveness, productivity, and non-discrimination. Any taxi-based program should be required to have an accessible component, consistent with the jurisdictions’ general obligations under Subtitle A of Title II of the ADA. Further, if this program is kept as a silo for a specific category of population, it should be broadened to include accessibility improvements on fixed-route transit and travel training for the target populations. The reallocation of funds for this “project category” (item #25 in the “Implementing Guidelines”, and shouldn’t it be “program category” instead?) should be more flexible and include accessible fixed-route.	The funding agreements that guide these expenditures will include performance requirements. PAPCO has been working on these this year. The Gap Grant program can be used for accessibility improvements on fixed route service, and is currently being used to fund senior and disabled travel training.
		Complete Streets (Implementing Guideline #18)	Pat	Piras	I continue to urge that it is one of the most practical ways to try to control the rate of paratransit eligibility. The statement that says that “All investments made on local streets and roads will conform to Complete Streets requirements and Alameda County Guidelines to ensure that all <i>modes</i> are considered in the expenditure of <i>local streets and roads</i> funds” (emphasis added) should be broadened to ensure that “all users” are considered, and the requirements should apply to all applicable categories, including but not limited to: <i>Ped/Bike PDAs/Land Use CBTPs Technology etc</i>	The language in the complete streets category has been adjusted to accommodate this.
			Joe	Spangler	ATA’s recommendations agree with the Metropolitan Transportation Commission’s (MTC’s) findings on the poor cost-effectiveness of major construction projects now under consideration. They also align with Alameda County Transportation Commission’s (ACTC’s) own telephone poll of county voters. Respondents clearly stated that they would strongly support a 1% transportation sales tax— <u>if</u> it funds transit service, sustainable transportation solutions, and infrastructure maintenance over expensive capital projects with minimal benefits countywide, such as extending BART to Livermore. Recommending costly construction projects in the TEP and CWTP is a ...failure to present community-supported transportation funding priorities to the voters in 2012 [and] will result in significant voter opposition to a measure that...could otherwise pass with strong support.	Comment noted.
		Transportation Expenditure Program (TEP) Allocations	Joe	Spangler	1. Transit Operations funding – 30% 2. Bicycle and Pedestrian Safety – 9% 3. Local Streets and Roads – 18%	Transit operations (including paratransit) are funded at 31%, Bicycle and Pedestrian Safety at 8.4%, and Local Streets and Roads at 30%

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		Transportation Projects (CWTP and TEP):	Joe	Spangler	<p>1. Fruitvale Bridge “lifeline” retrofit (an Alameda County submittal) - \$40 million - This would provide the City of Alameda’s first and only lifeline connection to the rest of Alameda County following a major earthquake, which is a critical public safety priority. The City of Alameda is the only community currently without guaranteed post-earthquake access to the rest of Alameda County. This upgrade should include bicycle and pedestrian infrastructure, transit-exclusive lanes, and two general-purpose lanes for autos.</p> <p>2. Bus Rapid Transit from Alameda Point to Fruitvale BART– \$9 million - This project is listed in several plans and is needed before Alameda can absorb its share of projected regional housing growth. The Alameda City Council has insisted that MTC and ABAG direct transportation funds to projects like this before housing is planned. This BRT project—which would be the City of Alameda’s first—adds a significant new transit corridor that will benefit the entire island and is integral to supporting redevelopment and housing growth at Alameda Point.</p> <p>3. Estuary Crossing Shuttle Project (a CBTP Submittal) - <\$50 million - A West End/Oakland bicycle and pedestrian connection has been a city and county active-transportation priority for more than a decade. This shuttle, identified as the best cost-effective mid- to long-term option, connects West Alameda to regional transportation, job centers, and educational opportunities in downtown Oakland.</p> <p>4. Bay Trail Gap Closures, including \$114 million for North County - This program will allow for the completion of a number of local and regional projects on the Bay Trail, another long-promised regional priority. Two in particular are the Cross Alameda Trail supports core CBTP priorities and has been through community planning processes. The Shoreline Project would resolve significant safety and use conflicts between bikes and pedestrians on Alameda’s busy southern shore path.</p> <p>5. CBTP Projects - \$60 million - Alameda County has produced many solid Community Based Transportation Plans (CBTPs). Many Alameda CBTP projects will assist underserved communities. This infrastructure program will finally prioritize the implementation of community-based projects identified in CBTPs throughout the county. The City of Alameda's CBTP projects include many needed bike and safety projects in Alameda’s underserved neighborhoods.</p>	The Rapid Bus from Alameda Point to Fruitvale BART is included in the plan for \$9M; the Estuary Crossing Shuttle is eligible under bike and ped grants; the Bay Trail is included along with other major trails in the County for \$264 M; CBTP projects are fundable through the Bike/Ped program, the TOD program, the Transit Innovative grants, the Technology and Innovation grants, all of which have a combined value over \$463 M.
		AC Transit District Operations	Joe	Spangler	AC Transit bus service must be returned to 2000-2001 levels countywide before the county begins expensive capital projects or new service extensions to the former farms of East County. Statewide transit funding cuts have rewritten the ground rules for public transit operations, with multiple major service cuts decimating service in the past decade. Program funding in the proposed “Measure B3” must restore transit operations far beyond the increase in the tax rate.	AC Transit has received the highest funding level of any transit operator representing an over 94% increase for transit operations and over 100% increase in paratransit funding.
		Bicycle and Pedestrian Safety (Facilities, Programs)	Joe	Spangler	After decades of auto-exclusive planning and engineering, funding for needed bicycle and pedestrian facilities continues to fall behind. Increasing program funding money for bike and pedestrian projects will help offset past inequities in funding and bring multiple benefits: - Improving conditions for bicycling and walking builds closer-knit communities. - Bicycle and pedestrian projects promote economic development and have increased economic benefits over traditional roadway construction projects. - Bike and pedestrian projects improve transportation equity in communities of concern, providing important, low-cost connections to jobs, education, and the community.	Bicycle and pedestrian funding include over \$387 M in its category and the overall TEP includes a Complete Streets Policy which will generate additional investments in bicycle and pedestrian facilities, as well as over \$500 M for TOD/PDA investments which will also support bike/ped investments.
		Local Streets and Road (Maintenance, Repair)	Joe	Spangler	TEP funding for local streets and roads should also increase. Since the countywide transportation sales tax rate is expected to double to 1%, reducing the TEP funding allocation for local streets and roads to 18% will still net Alameda County 50% more funds for road repaving and maintenance over current Measure B levels. Since the City of Alameda's roads—like those in many other communities—are considered just above "at-risk" by MTC, Alameda County should increase TEP funding to maintain existing roadways instead of building new road and rail projects that are quite likely to cost far more than current projections indicate.	Funding for local streets and roads is 30% in the TEP.
		ATA Opposition	Joe	Spangler	ATA strongly opposes including the proposed Livermore BART extension and additional freeway projects in the TEP or CWTP. <i>Why?</i> According to MTC’s cost-benefit ratio calculations, the BART extension to Livermore—which is currently opposed by the City of Livermore—is worse than all but 9 of the 76 regional transportation projects proposed for funding from the proposed transportation sales tax. In addition, BART’s EIR unrealistically projects that the Livermore BART station would have 30,000 daily entries and exits. (The Dublin/Pleasanton station only has 14,000 daily entry/exits.) Given BART’s previous inaccurate and overly optimistic predictions, ATA believes that the likelihood of 30,000 passenger entry/exits daily in Livermore is very slim. ATA can see many better ways to spend the funds that would be required to build this unwise and costly extension.	The proposed TEP includes funding for investing in transit improvements in the Tri-Valley towards the goal of extending BART beyond its current terminus. As the project moves through the environmental process, alternatives will be evaluated in the corridor. The proposed TEP includes language that if a project becomes infeasible, the funding will remain within the modal category. The Phase 1 project is estimated to cost about \$1.2 billion. \$400 million of new sales tax revenue is proposed for the Phase 1 project. Over \$100 million of bridge toll revenues are already allocated to BART to Livermore. The MTC Project Performance Assessment results showed BART to Livermore Phase 1 Project scoring 5.5 in the overall targets score, putting the project in the top third of the 76 projects scored. It has showed a cost benefit ratio of 1.0. A BART to Livermore is recommended in the Metropolitan Transportation Commission's 2007 Regional Rail Plan. The Phase 1 Project is expected to generate over 20,000 new BART riders which produce significant and measurable environmental benefits, including, reduce over 400,000 vehicle miles
			Joe	Spangler	<p>Transportation Must Support and Follow Housing Density, Growth: The CWTP has, unfortunately, de-prioritized transportation spending in the areas where the Sustainable Communities Strategies (SCS) and Regional Housing Needs Assessment (RHNA) anticipate most of Alameda County’s additional housing growth. The current (2008-14) housing plan forecasts that 46% of all new housing will be built in northern Alameda County (North County) with 38% of new housing will be added in southern and eastern Alameda County (referred to here as South County and East County, respectively) combined. The SCS plan will very likely recommend even more housing in northern and central Alameda County (North County and Central County, respectively) in the future.</p> <p>The CWTP and TEP should allocate additional transportation funding to those urban core and infill areas that are projected to experience the greatest housing growth. (The Alameda City Council has already sent a letter to MTC and ABAG stating that transportation funding must follow housing if MTC and ABAG expect cities to meet the RHNA goals.)</p>	Funding for the TOD/PDA capital category will be allocated through the Alameda CTC Capital Improvement Program, which is a five-year document, updated every two years. The CIP will include provisions for geographic equity. Funding is also included in the plan to support TOD/PDAs to perform project develop activities to become ready for the capital investments.
			Joe	Spangler	Voter Support and Public Benefit: ...the funding in this new measure should return public regional transportation and transit service back to historic (2000-2001) levels, not promise funding for new capital projects that provide few benefits countywide while increasing regional transportation operating costs.	The Transportation Vision adopted for the TEP includes a multi-modal plan that meets current and future needs.
			Joe	Spangler	Cost Effectiveness and Return on Investment, Not Capital Projects and Cost Overruns: Voters who will be asked to support this tax increase and extension must have strict cost controls and guarantees to protect against continued cost overruns and poor returns on their investment. The current control (requiring the Board of Supervisors to vote for one-year extensions if projects take too long to be built or exceed budget projections) has proven woefully inadequate: a package of 26 projects exceeded their promised costs by 244% over what was promised in 2000. This insufficient regard for voter-approved infrastructure investment has left public transportation underfunded and has reduced funding options for more cost-effective, beneficial projects. There must be checks and balances for projects whose costs explode.	All capital projects in the current expenditure plan (Measure B 2000) had cost increases since those dollar amounts listed in the expenditure plan were not escalated dollars. However, the amount of funding each project received from the Measure remained within the funding amounts listed in the plan plus the plan-authorized cost escalation rates. If the TEP is approved by voters, the Independent Watchdog Committee (IWC) will receive updates on project and program progress, will review project and program expenditures and audits, and will be able to call any project or program sponsor in for a presentation to address fiduciary or TEP timeline deadlines concerns the IWC has, per it's issues identification process.
		Station Modernization and Capacity Improvements	Carter	Mau	\$90M will begin to fund some of BART's station and capacity improvements; however, the need in Alameda County is much greater. Reinvestment in BART's 40-year-old stations in Alameda County is crucial to supporting the emerging Sustainable Communities Strategy (SCS) and Priority Development Areas (PDAs) in Alameda County. Local jurisdictions and the Alameda CTC anticipate substantial growth and land use change in transit-oriented development (TOD) around BART stations and trunk line bus routes. The Alameda CTC's polling indicates "Modernizing aging BART stations" is an investment that is supported by the public (5.08 on a scale of 7.0). Part of the station modernization program includes overhaul or replacement of BART's escalators and elevators. As we discussed, in order to meet some of the modernization and capacity needs at the BART stations, it would be helpful if these types of improvements could also be funded from the PDA/TOD Infrastructure category...Good TOD does not stop at the BART fare gate....guidelines for the category need to make it clear that BART is an eligible recipient of the PDA/TOD funds, and that the cities and BART need to work cooperatively to determine the investment of these funds for the specific station TODs and PDAs.	BART investments in modernization include \$90 M in the plan, and additional funds are eligible for these purposes through the TOD/PDA program. In addition, if the Irvington BART station is funded by outside funding sources, those dollars (\$120M) may be used by BART for operations/maintenance needs

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		Irvington Station Funding	Carter	Mau	The City [of Fremont] is to seek the use of redevelopment funding to build the station. While we understand the availability of redevelopment funding is still uncertain, if funds for the Irvington station are found from another source other than the Alameda CTC funding, we respectfully request that the funding in the draft expenditure plan be directed for BARTs infrastructure needs, such as station modernization or the Hayward Maintenance Complex, rather than reverting back into the expenditure plan general fund for redistribution.	Please see above.
		Hayward Maintenance Complex (HMC)	Carter	Mau	The HMC is critical to ensure that BART can provide reliable and efficient transit service in Alameda County. HMC supports the replacement of BARTs railcar fleet. HMC facilities will improve BARTs ability to accommodate growing demand for additional BART core ridership and future service, including Warm Springs, Berryessa and SVRT Expansion projects. This project has some local match funding, but requires additional funding to advance.	Please see above.
		Transit Operating Funds	Carter	Mau	The draft TEP does not include any operational funding for BART. While BARTs capital needs (especially reinvestment) have traditionally been a priority, BART does not cover all of its ongoing annual operating costs from the farebox. In addition, if BART is to extend high-capacity transit service further into the Tri-Valley area, an additional operating subsidy would be required to cover the additional operation and maintenance costs not covered by the farebox for that project. Therefore, some of the Transit Operating funds should be designated to BART for its ongoing and future operating costs.	Please see above. BART does receive operational funds for paratransit services, which represents a 94% increase over current funding amounts.
		Consistency with Transit Sustainability Project (TSP)/Fare Transfer Barrier	Carter	Mau	MTC is anticipated to provide conclusions and recommendations from its TSP early in 2012. One of their focus areas is the Inner East Bay, in order to optimize transit network performance. Use of transit operating funds by all operators should be consistent with the findings of the TSP. Furthermore, pending the results of the TSP, Alameda CTC should consider how the fare transfer barrier between BART and AC Transit (and other operators, as need be) could be mitigated, potentially with Alameda CTC transit operating funds. This is relevant not only to develop a more robust and seamless transit network, but also because in the past, many TOD projects have requested funding for the replacement of BART commuter parking. This presents a substantial financial challenge to TOD implementation. Reducing the fare transfer barrier could provide a robust substitute investment, and meet many other alameda CTC objectives.	Alameda CTC is planning to develop a Transit Plan for Alameda County which will address many of these issues beginning in 2012 that will tier off the TSP work.
		East Bay Paratransit (EBP) - BART funds	Carter	Mau	The increase from 5.6% to 6% for EBP is greatly needed and appreciated, but as the demand for mandated American Disabilities Act (ADA) paratransit is increasing, these funds will provide a small percent of the total need. BART supports the 4.5% for AC Transit; however, since BART is responsible for, and pays for 31% of the costs of EBP, we request that our share be increased from 1.5% of the total funds to 2.02% to reflect our percentage share. This would bring the total share for Mandated EBP to 6.52%. We understand this would require some of the non-mandated and/or gap grant funding share be decreased; however, as BART and AC Transit are required to provide the ADA service for the County, and the other is supplementary and optional, we believe the funding should reflect the proportional share of the responsibility.	Please see above regarding the Irvington BART station and the eligible use of those funds, if the project is funded with outside sources. The funding amount for paratransit include a 94% increase for BART.
		Bart to Livermore Extension	Jack	O'Connor	We want to express my full support for funding the BART extension to Livermore. My wife [Pat] and I have owned a home in Livermore and have paid taxes into the system since 1969 and we say that it's about time to fulfill the promise of the past 42 years.	Comment noted.
		Bart to Livermore Extension	Brian S.	O'Connor	As a home owner and tax payer in Livermore, I want to support the extension of BART to Livermore as your top priority.	Comment noted.
		Bart to Livermore Extension	Carol	Ingram	<p>I'd like to voice support for BART to Livermore.</p> <p>I live in Albany, at the other end of Alameda Country, and commute daily to Livermore Lab to work. When I first started working here, I explored the possible alternatives to getting to work, considering cost, time, and environmental impact. I had hoped to take BART, but because BART didn't get me to the lab, my commute each way would have been two hours. There was also a possibility to participate in a car share program, but that was extremely expensive. I found the most cost-effective method was by vanpool. If BART went all the way to Livermore, I would ride it.</p> <p>Two benefits of BART to Livermore are:</p> <p>1) It makes it easier for Livermore residents to travel to San Francisco and the East Bay locations for work, play, and shopping, reducing congestion.</p> <p>2) It makes it easier for San Francisco and East Bay residents to travel to Livermore for work, play, and shopping, improving the economies of Livermore and the surrounding area.</p> <p>For those who oppose BART to Livermore because they want local buses and improved road maintenance, I'd like that where I live, too. If there's improved commerce and economic benefit across Alameda County, we would all see increased tax revenues, and opportunities for funding our local needs as well.</p> <p>Thanks for your attention.</p>	Comment noted.
		Bart to Livermore Extension	Peter	D'Souza	<p>I understand there are some meetings about "BART to Livermore" happening right now.</p> <p>I am a resident of Livermore for the last 20 years. I strongly OPPOSE any plans to bring BART to Livermore. It will be a complete waste of public funds!!! And please do not even THINK about cramming a railway track onto the Median Strip on the 580 FWY thru Livermore, because there is absolutely NO ROOM for it!!!!!!!! We need every square inch of space on the 580 FWY for car traffic lanes..... which I use each and every single day. Just like 99% of Livermore residents, I will NEVER take the BART train EVER!!!!!!</p> <p>Thanks for helping us to make the right decision!!!</p>	Comment noted.
		Bart to Livermore Extension	Alan	Burnham	<p>My work schedule does not allow me to take the time to come to a daytime meeting in Oakland, but I am keenly interested in the work of your committee. I strongly support the inclusion of at least \$400 million for an extension of BART to Livermore.</p> <p>Livermore residents have been paying taxes for decades under a promise of BART to Livermore. We have been repeatedly bypassed by those who have not paid in since the beginning. While I do not agree that our contributions warrant a \$4 billion project, we certainly do deserve the simplest and most cost effective extension to Isabel or slightly further. This interval covers one of the most congested freeways in the entire Bay area, and BART could significant improve that situation. If one considers the drop in pollution per dollar spent, the Isabel extension is an outstanding investment.</p> <p>I fly out of OAK 2-3 times a month, but BART is currently useless to me. By the time I get off the freeway and onto a train, I can almost be at the airport by driving. That is because the worst traffic is between Livermore and Pleasanton. If my wife could drop me off at a Livermore station without getting on the freeway, when combined with the new connector between the Coliseum and the airport, BART becomes a viable contender.</p> <p>After some contentious discussions, I think the vast majority of Livermore is behind an Isabel extension, given the hard financial reality that money does not grow on trees. If the Livermore extension is not included in the upcoming sales tax initiative, I suspect you will see a grass roots effort to defeat it.</p>	Comment noted.

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		Bart to Livermore Extension	Julia S.	Orvis, D.V.M.	<p>Unfortunately, I am unable to attend the meeting at the Alameda County Transportation Commission tomorrow. It is my understanding that there will be preliminary discussion regarding projects to be included in the Measure B3 project list. I would like to go on record as sharing my opinion.</p> <p>Regional public transportation is essential for a number of reasons, and it is time to fund phase 1 of BART to Livermore along Interstate 580. Livermore has been projected as a BART destination since 1962 when property owners were asked to tax themselves for this service. Livermore has stepped up to the plate for over 49 years and helped to pay for BART without any direct services. Not only is a vote on Measure B3 approaching, but BART also is planning to ask the taxpayers to fund new BART cars in the next few years. It is important to assure voters that the commitment to extend BART to Livermore will be met before you ask for more tax money if you want a positive outcome.</p> <p>Data shows that Livermore is in a position to generate over 20,000 new BART riders, which will significantly impact the environment. There will be a reduction of over 400,000 vehicle miles, over 260,000 lbs/day of greenhouse gasses and over 400 billion BTUs/year of energy consumption. BART to Livermore is recommended in the MTC's 2007 Regional Rail Plan. It is time to include a Phase 1 station to Livermore in the current plans for improved regional transit. The Interstate 580 corridor is one of the most impacted transportation corridors in the Bay Area. You can't take private cars off the road unless you offer people a reasonable alternative. Phase 1 BART to Livermore will offer that alternative for many. It will also demonstrate good faith in the promises made to Livermore citizens as future tax funding for BART is pursued. Thank you.</p>	Comment noted.
		Bart to Livermore Extension	Joanne	Moody	As a Livermore resident since 1981, I fully supported Bart going to Livermore. I have been waiting a long time for this project. BART is essential to reducing traffic congestion, pollution, and creating jobs. I am opposed to having funds converted to other types of transportation projects.	Comment noted.
		Bart to Livermore Extension	Ron	Geren	Livermore deserves a BART connection on I-580 as quickly as possible. Livermore residents have been paying for BART for 49 years and have yet to enjoy its service. This community has not yet had the opportunity to utilize BART convenience, get thousands of vehicles off the freeway, nor significantly reduce pollutants generated by those vehicles. On the heels of a community decision to keep BART on the freeway versus downtown and with a vote from our city council to run BART on the freeway, it is imperative that all agencies move aggressively forward, as our city planners have in the last several weeks, to secure funding and advance an effective plan to bring BART to Livermore on I-580. I also strongly urge that the appropriate agencies acknowledge and utilize only accurate and up to date data and cost information related directly to a freeway route versus the unapproved downtown data. I have learned that at least one advocacy group, opposed to a route to Livermore, may be advancing and quoting outdated and irrelevant downtown cost data in order to persuade your agency to deny Livermore a route. I implore you to carefully examine the motivations of any group that would deny BART to Livermore, which we have waited for the past 49 years, and reject erroneous information meant to influence your decisions.	Comment noted.
		Bart to Livermore Extension	G.	Cauthen	Please do NOT acquiesce to demands that ACTC jump on the BART/Livermore bandwagon. BART provides a useful service but not the only service. Moreover it is vastly more expensive to build than virtually any of the other transit modes. More discussion about Alameda County's transportation needs should occur before any Measure B decisions are made.	Comment noted. Discussions continue on the development of a final TEP.
		Bart to Livermore Extension	Ana Maria	Osorio	I live in this beautiful Town (Livermore) for the past 40 years and ever since like others were and still contributing Taxes deduction for this Rail Transportation, when is going to be a REALITY?. I would like to support 100% for any opposing funds, Livermore Residents and vicinity Towns need this rail ASAP. PLEASE! Help for this necessity of Transportation.	Comment noted.
		Bart to Livermore Extension	Robert	Robb	<p>I cannot attend the meeting today, but wanted to voice my support for BART to Livermore.</p> <p>I have worked at the lab in Livermore since 2007 after graduating from college. For about two years, I was riding an AC Transit bus from my apartment in Oakland's Diamond District down to the Fruitvale BART, riding BART out to the end of the line in Dublin/Pleasanton, and then driving my car the rest of the way from there. The bus from D/P is so slow and inconvenient to get all the way to the lab that I couldn't imagine taking public transit the entire way. But, then I had a child and wanted to spend more time at home. Driving straight from home cuts a 1.5hr commute down to 45 minutes. If BART came all the way to Livermore, I think it would be worth riding BART again, because then I wouldn't have to get off and transfer to my personal car and then drive frontage roads to finally get to the freeway. I could just drive straight to work from wherever the station is in Livermore (hopefully near Greenville Rd). Also, if there were a BART extension to Livermore, that would greatly influence my next housing decision a couple years from now. If I knew I could ride BART to Livermore, I would buy a home within walking or biking distance of the BART (probably around San Leandro or Castro Valley) and basically cut my car out of my daily commute all together while getting some extra exercise.</p>	Comment noted.
		Bart to Livermore Extension	JoAnne	Eteve	<p>BART to Livermore is a project long overdue. The city of Livermore has been part of the BART plans since 1962 and for 49 years, the citizens of Livermore have been paying for BART. In 1962, planners knew that a BART to Livermore would offer the ability for residents of Alameda County to have easy public transit access to large employers like Sandia and Livermore Lab. Planning for a BART to Livermore now will provide better public transit access to employment opportunities at the I-Hub and educational opportunities at Las Positas Community College for all residents of Alameda County.</p> <p>It would be interesting to speculate if BART had been built 30 or 40 years ago, the influence of a viable public transit on housing, commuters, and the environment. While funding for BART was successfully collected, BART coming to Livermore did not happen and our community and our highways grew to accommodate cars. It is time to realize that this lack of action to the Livermore corner of Alameda has created increase pollution, increase roadway usage, and a generation of workers who saw cars as the only way to commute. The time, 49 years later, has come for BART to be built to Livermore....it was insightful then and remains a highly important part of the plan.</p> <p>One of the benefits of a BART to Livermore for all Alameda residents is that it will help remove cars from the highway. Even if residents of Berkley, Oakland, and other Alameda cities would not use the BART to Livermore extension, they will benefit from an environment where there is a predicted reduction of over 400 billion BTUs/ year of energy consumption and a reduction of over 400,000 vehicle miles traveled. BART to Livermore's reduction of vehicle miles travel implies less use of the roadways, which would preserve the roadways and allow pedestrians and bikers to access streets and crosswalks that are safer due to less commuter congestion. By once again delaying BART to Livermore, commuter cars will create congestion on the roadways, which will perpetuate the current situation of congested streets requiring more repairs, and the crowded streets and unsafe crosswalks discouraging pedestrians and bikers.</p>	Comment noted.

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		Bart to Livermore Extension	Ann	Pfaff-Doss	<p>I was unable to attend today's meeting, but I wanted to add my support to the long-awaited and much-needed extension of BART to Livermore. Now, that it has been settled that the original, and less expensive, route along the freeway is what people want, it is time to get this project underway.</p> <p>A bus link to a nearby station is not a feasible solution. I have first-hand experience with this, having tried to use the BART buses to Bay Fair before the Dublin/Pleasanton station was built. In fact, I've been riding BART since 1972 and find it hard to believe that Livermore has been without a station for so long.</p> <p>Once Dublin/Pleasanton was opened, the ridership was much larger than anyone predicted. I expect that it will be the same for Livermore. In fact, with the new retail and office developments under construction in Livermore, the ridership could even be greater than at the opening of Dublin/Pleasanton.</p> <p>Public transportation needs to be efficient and available to fulfill its job of getting people out of their private cars. Distractions like proposed bus bridges do nothing but discourage potential riders. BART needs a direct route to customers and there are plenty of them in Livermore and beyond.</p>	Comment noted.
		Bart to Livermore Extension	Jean	King	<p>I was unable to attend today's meeting but support funding for BART to Livermore in Measure B3.</p> <p>Please extend the existing half cent countywide sales tax for transportation and allocate \$400 million for the Phase 1 of Livermore BART.</p> <p>I am a member of TRANSFORM and support their goal of increasing public transportation and the Livermore BART will do that. It is expected to generate 20,000 new BART riders and reduce vehicle miles travelled by over 400,000 and reduce greenhouse gasses by 260,000 lbs/day which supports AB32 and SB375.</p> <p>Please support the \$400 million funding for Livermore BART in Measure B3. Thank you.</p>	Comment noted.
			Keith	Carson	<p><i>The ten people who submitted the letter expressed the following concerns regarding the TEP process :</i></p> <p>- As detailed in our 11/14/11 letter to Executive Director Art Dao (attached), we have significant concerns about the development process for the proposed Measure B reauthorization (B3) expenditure plan (TEP). It should not be rushed, as it is being now.</p>	See Attachment A for a response to the Community Vision Platform submitted to the Alameda CTC Steering Committee.
			Ruth	Atkin	<p>- To ensure that B3 is successful it must equitably invest in sustaining our existing transportation system and not increase the share of tax dollars being funneled to costly, low benefit expansion projects. The TEP needs to directly address the threat of climate change by reducing greenhouse gas emissions and Vehicle Miles Traveled (VMT), as mandated by AB32 and SB375, and improve mobility and health for all. A failure to do so will result in a failure at the ballot box.</p> <p>- Many of us were involved in defeating the failed 1998 Alameda County transportation tax and the creation and passage of the successful 2000 Measure B. We want to develop a popular and pragmatic TEP and then help pass the reauthorization.</p>	
			Dave	Campbell	<p>- We respectfully submit this Community Vision Platform, which outlines an expenditure plan that is directly aligned with the input that ACTC collected during the past three months, [focusing on] shoring up our existing transportation system and investing only in new projects and programs that cost-effectively increase the mobility of residents, particularly those with fewest transportation choices today, while encouraging transit use, bicycling and walking as alternatives to driving.</p>	
			Manolo	Gonzalez-Estay	<p>- ...we are also asking that BART to Livermore be removed from the TEP.</p> <p>- We ask you to step back, see that the process is headed in the wrong direction, and change course before its too late.</p>	
			Lindsay	Imai	<p>COMMUNITY VISION PLATFORM</p> <p>- The plan must maintain our existing transportation infrastructure and restore our transit system before considering any expansions. Additional projects must clearly advance environmental, social equity, and public health goals.</p> <p>- This 30-year plan must therefore prioritize those investments that reduce greenhouse gas emissions and vehicle miles traveled (VMT) through increases in transit use, walking, and biking and not invest in projects that will increase greenhouse gas emissions or VMT.</p>	
			Connie Galambos	Malloy	<p>- Alameda County has done an admirable job of creating Community Based Transportation Plans to target investments in Communities of Concern; now we must fund the implementation of those plans. We must also significantly reduce the disproportionate health impacts of freight movement on many of these same communities.</p>	
			Michele	Jordan	<p>- Achieve Geographic Equity: The measure will likely commit our region to several long-term projects without providing full funding to complete them. Not only should Measure B funds be distributed fairly, on a population basis, but the total costs of projects funded by the measure should reflect the population of the county as well.</p> <p>- We expect that Alameda CTC will comply with Title VI and Environmental Justice guidelines, provide transparency to the public and voters as to exactly what Measure B will pay for, and will listen to the voices of the public, particularly those historically least well-served by our transportation system.</p>	
			Mahsin	Abdul Salaam	<p>- Provide Project Cost Protection: The last funding measure saw project costs increase by 244% over what voters were promised...This measure must include a provision for the Independent Watchdog Committee to provide feedback on whether to continue to support projects that see their cost projections increase substantially and provide safeguards against repeated extensions of the deadlines for project funding and environmental clearance.</p>	
			John	Knox White	<p>TEP should fund the following programs: Transit (25.25%); LSR (23%) as pass-through funding to cities; Eco Student Bus Pass (9%); Paratransit (10%); Bike/Ped (8.25%); TOD (3%); Freight & Economic Development (.5%); TDM (1%) bringing the program total to 80%.</p> <p>TEP should fund the following projects: Community-based Transportation Plans - \$100M (1.3%); TOD - \$300M (3.9%); Bike/Ped Projects \$300M (3.9%); Bus System</p>	

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			Matt	Vander Sluis	Enhancement/Efficiency Projects - \$58M (.76%); BART System Enhancement/Efficiency Projects - \$294.7M (3.8%); Safety Projects - \$40M (.5%) bringing projects to a total of 20%. Do NOT fund the following: - BART to Livermore and other low benefit/high costs massive transit capital projects	
			Mary V.	King	AC Transit’s Board of Directors made the following recommendations concerning the extension and augmentation of the transportation sales tax in Alameda County: 1. That not less than 70% of revenues generated under the TEP be dedicated to spending on programs (e.g. transit operations, paratransit operations, LSR allocations, Bike/Ped allocations, sustainable transportation linkages program, freight and economic development program and technology, innovation and development program), as defined in the initial Alameda CTC staff proposal. 2. Following percentage of revenue generated under the TEP be devoted to transit and paratransit: a) all transit operating (22%); AC Transit operating (portion of a) (17.3%); all paratransit (10.5%); AC Transit paratransit (portion of c) (4.5%) 3. Any revenue used to support free or reduced cost youth bus pass programs not be considered part of the transit operating program or reduce funds for transit programs or projects - instead be funded through a separate line item. 4. All transit operating funds be distributed via pass-through rather than competitive grant basis to eligible agencies, and that competitive grant funding for transit projects be included in the Sustainable Transportation and Local Land Use Linkages Program and/or the Technology Innovation and Development Program. 5. If tax revenues fall short of projections during a given fiscal year, funding amounts for projects and programs should be reduced proportionately. 6. That District High Priority Projects as established by the Regional Transit Plan an the Short Range Transit Plan are included in the TEP as high priority projects. These High Priority project are: East Bay Bus Rapid Transit; College-Broadway corridor improvements; and Grand-Macarthur BRT.	AC Transit has received the highest funding level of any transit operator representing an over 94% increase for transit operations and over 100% increase in paratransit funding. The TEP includes 16% for transit operations and meets the request of 4.5% for paratransit services. The Innovative Grants program under the Transit category is a discretionary funding source and allocation of the funds will be determined by the Alameda CTC Board. The Youth Transit pass program is an eligible expenditure under the Innovative Grants program.
		BART to Livermore	Daniel	Tet	Please accept the following comments from a Livermore resident for over 12 years: - I can not emphasize it strongly enough how important Bart is to Livermore. It will remove so many cars off the 580 freeway, make it easier for Livermore and Tracy residents to get to San Francisco and other jobs, will be good for the environment, etc... The 580 corridor is one of the most congested freeways and has become more so in the last 10 years. - We in Livermore feel like a station is owed to this town for participating and paying into the BART system for over 40 years. It is unacceptable that money has been used everywhere else to build other stations while Livermore, which is just a short skip from Pleasanton/Dublin, still waits to even decide on a plan. - Between all the confusion about routes between the city, other agencies and other funding sources or funding schemes the work of bringing BART to Livermore is not getting done. Most of the city of Livermore understands that putting BART down the 580 median or somehow parallel to the freeway by the cheapest, fastest, most efficient question is the most desirable option. - Please, I urge you, the BART board and all concerned parties who are in power to decide on how to best bring BART to Livermore to at as expeditiously as possible. We, in Livermore, are tired of discussions, delays, reviews, expenses that do not bring BART to Livermore.	Comment noted.
1, 3 & 4			Lindsay	Imai	<i>The following are specific components of the TEP language that I most appreciate:</i> 1) Clarity about how amendments are made to the TEP; 2) Clarity about reporting requirements, by project and program administrators; 3) The empowerment of the Independent Watchdog Committee to monitor and report back on use of funds; 4) The inclusion of administrative and cost caps – though, I have some questions below about what these entail; 5) A clear commitment to upholding Title VI, CEQA and, by reference, to the Environmental Justice Executive Order 12898, all which help ensure equitable social, environmental, health and economic project impacts by race and income; 6) A clear commitment to local hire and the development of local hire policies; and 7) Other critical standards of project readiness, like demonstration of funding for both project completion and project operation.	These are all included in the TEP.
1	2 & 3	Background and Summary	Lindsay	Imai	In the section entitled: WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW? make clear what the TEP will achieve, in terms of outcomes/outputs in more specific terms. Specifically, how much of the bike/ped plan will be funded and completed via the TEP? How much new funding will AC Transit receive to restore lost service and how much of that service can we expect it to restore? To what level will the local streets and roads be maintained with this funding? To the degree possible, this should be quantified.	These are included in Chapter 2 and will be further refined in information materials developed for education around the TEP.
1	3	Background and Summary	Lindsay	Imai	A sentence reads: “Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments;...” I want to note that the project level info has still not been made available (this should only be reflected in the TEP language to the degree it has happened).	Project level information is on the Alameda CTC website.
3	7	Governing Board and Organizational Structure	Lindsay	Imai	The TEP says the following about the funding caps on administration and salaries: “The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs, will not exceed 5% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.” I have the following questions that you may want to answer in the TEP are: 1) Does the 5% include the loan for the elections? And if the measure doesn’t pass, who pays for the election costs and from what source of funding? 2) Does the 5% include interest payments on bonding for expediting projects? If not, from what source are these payments? (I didn’t see them listed on page 13, section 21 of Chapter 4 as an eligible project cost.) And what percentage of the current Measure B currently goes to paying interest on bonds? Finally, it is my understanding that Measure B funds cannot be used by fund recipients for project administration. This seems like it could make project completion more difficult than it needs to be. I would suggest reconsidering this outright ban for guidelines that allow a small portion of the funds received to be used for project administration.	The total Alameda CTC administration has been reduced to 4% with a 1% cap on administrative staff costs. The current Measure does not have any bonds currently. If bonding occurs, those costs are borne by the capital projects, as noted on page 4-3, under item 25. Direct staff and consultant costs are eligible costs in the to administer projects and programs.
3	7	Governing Board and Organizational Structure	Lindsay	Imai	Listed Projects Only. In the beginning of Chapter 3, it states that: “Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.” Please explain how this important guideline relates to the draft expenditure plan for the projects in the Major Commute Corridors, Local Bridge Seismic Safety (10.4%), Highway Efficiency and Freight (8.8%) and the PDA/TOD Infrastructure Investments (3.9%), which all have a footnote that funding in this category may also be used for other similar “projects of significance.” This seems like too much wiggle room for such an enormous amount of funding - together these categories make up 23% of the total TEP funding. Given the enormous operations and maintenance deficit that our existing transportation system has, it would be prudent to shift funding freed up by those listed projects that don’t meet the critical standards set for project readiness to the programs focused on maintenance and operations, ie: Mass Transit Operations, Maintenance and Safety and Local Streets and Roads.	The statement is included to clarify that only transportation projects and programs may be paid for with the sales tax dollars. Funding for the Major Commute Corridors and TOD/PDA capital category will be allocated through the Alameda CTC Capital Improvement Program (CIP), which is a five-year document, updated every two years and will focus on project readiness and immediate allocation of funds to move projects in both categories forward for immediate benefits to the public. A provision for geographic equity will be included in the CIP process.

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3	7 & 8	Governing Board and Organizational Structure	Lindsay	Imai	Independent Watchdog Committee. Similar to the CAWG, there should be a seat for an EJ or Civil Rights/Social Justice group, specifically one that works directly with low-income communities and communities of color. The inclusion of such an organization would help achieve the important diversity goals of the IWC, as stated on page 8 as follows: <i>“The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.”</i> Also, thank you for renaming the committee so as to drop the word “citizen,” as it is an non-inclusive term.	The structure of the CWC is under consideration, including this comment.
3	7 & 8	Governing Board and Organizational Structure	Lindsay	Imai	Independent Watchdog Committee. Also, there should be specific responsibility given to the IWC to review projects for cost-overruns, with the ability to recommend reconsideration of a project if its costs increase dramatically. (See my comments on project extensions below and also refer to the recommendation made in the Community Vision Platform on the issue of project cost overruns.)	If the TEP is approved by voters, the Independent Watchdog Committee (IWC) will receive updates on project and program progress, will review project and program expenditures and audits, and will be able to call any project or program sponsor in for a presentation to address fiduciary or TEP timeline deadlines concerns the IWC has <i>ner it's issues identification process</i>
3	9 & 10	Governing Board and Organizational Structure	Lindsay	Imai	Updating the Expenditure Plan. “A recommendation for the adoption of an updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be referred to the cities and to Alameda County to be placed on the ballot.” Please explain what this means. Will the cities also need to vote to approve? At what margin?	The cities will not have to vote, but they have the ability to comment on any proposed amendment.
4	12	Implementing Guidelines	Lindsay	Imai	Project Guidelines. As part of the one-year extension reviews, the following should be considered: 1) an update of the costs and whether the project has significantly increased in cost and 2) an update on number of people served and any changes to the project benefits and any project adverse impacts (on people and the environment) since the project was first submitted. (If such considerations are already part of the review, then this should be clarified in this section.)	These are under consideration. The procedures for the one-year extensions will be developed if the TEP is passed by the voters.
4	12	Implementing Guidelines	Lindsay	Imai	Timely Use of Funds. What is reported out on their use and the overall program impact/outcome?	This is now included in the update to the current Measure B funding agreements which are expected to be approved by the Commission in December and each jurisdiction will be required to report on this through the annual program compliance reports submitted at the end of each December.
4	13	Implementing Guidelines	Lindsay	Imai	Complete Streets. We support the requirement of applying Complete Streets guidelines on the use of all LS&R funding. However, we believe the language could be strengthened from “consider all modes” to “serve all users” including pedestrians, bicyclists, cars and transit. We also would like to see the Complete Streets guidance incorporate the issue of diesel truck routing. It should seek to improve truck routing to minimize human exposure to harmful diesel pollution and the other health hazards of freight truck traffic.	The current TEP language includes consideration of all modes, which addresses all users. The Alameda CTC will begin development of a goods movement plan in 2012 which will address these issues; complete streets guidelines will also be prepared in 2012.
4	13	Implementing Guidelines	Lindsay	Imai	Conditions on PDA/TOD Infrastructure funding. Similar to Complete Streets, we’d like to see ACTC require that cities who receive PDA/TOD infrastructure funding (both Linkages program and project funds) have in place anti-displacement policies to protect existing low-income renters and residents from displacement, either direct or indirect (via market forces). These policies could include: Just Cause Eviction provisions, Rent Control, limits on condo conversions, inclusionary zoning etc.	These could be included in the TOD/PDA guidelines that Alameda CTC will begin developing in 2012.
4	13	Implementing Guidelines	Lindsay	Imai	Agency Commitments: This section currently reads “To ensure the long-term success of the TEP, all recipients of funds for capital projects will be required to show the capacity to maintain and operate any capital investment prior to receiving final approval of funding.” This is great, but should be strengthened to require that, in the case of transit projects, the sponsoring agency demonstrate that the funding of the project and its operations/maintenance, does not jeopardize the maintenance or operations of the rest of that agency’s transit system or that of another transit agency’s system.	Agencies will need to address how the project will affect their system and their ability to sustain the project or program.
4	13	Implementing Guidelines	Lindsay	Imai	Annual Fund Programming This section currently states: “Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors.” This should be done in an equitable manner such that the programs should receive an equal proportion (equivalent to their share of the TEP) of these additional funds.	This is currently done in an equitable manner and will be done so in the future. Any revenues beyond the anticipated projected revenues in each fiscal year are allocated according to the plan percentages.
			Jim	Townsend	We’d suggest that language be inserted allowing funding from the Gap Closure on Three Major Trails (\$264 million) to be applied to local connectors and access routes to the IHT, the Bay Trail and the East Bay Greenway, as well as the spine routes for those trails. We also think \$264 million is a LOT of money for those three projects, and that some portion of those dollars could go to maintenance instead.	This has been incorporated. The cost estimates submitted to Alameda CTC for completion of these trails is over \$400 M. Maintenance funds are included in the bike/ped discretionary program.
			Jim	Townsend	We’d also suggest that maintenance and rehabilitation of existing paved non-motorized transportation corridors be separated out from the program for regional projects. Maintaining a state of good repair for existing infrastructure does not have the same “cachet” as new projects. But funding for maintenance is critical to maintaining safety, and we’d prefer to not put decision makers (who almost always rank new projects over maintenance) in the position of making those calls.	1% of funding is dedicated to trails maintenance from the bike/ped discretionary program.
			Jim	Townsend	We have been preoccupied with moving the TIGER projects forward, and regret not having the capacity for greater involvement in this process. You’re doing a great job with this effort, and we appreciate your support of walking and biking, especially our regional trails.	Comment noted.
			Scott	Raty	I went to the steering committee meeting last week, filled out a card for public comment - but I don’t think it was forwarded to Mayor Green as he blew right through saying no cards from the public, and moved on to the agenda - On behalf of our Board of Directors, and approximately 800 member firms that employ more than 15,000 area residents, I wish to congratulate ACTC for doing things right these many years...you have consistently brought projects in on-time and budget, or ahead of schedule and under budget. ...we believe voters are likely to continue supporting the additional half-cent sales tax for transportation improvements when you return to the ballot next year. ...our priorities to your committee for purposes of inclusion in the plan: - Our top regional highway improvement priority is a full 4-lanes on SR 84 from I-680 to Vineyard Ave at Ruby Hill. This project is needed to provide relief to the I-580/I-680 IC, thereby reducing the number of commuters who cut through Pleasanton during peak hours. - Our top arterial improvement priority is to see El Charro Rd extended south to Stanley Blvd. Now that completion of Stoneridge Drive to El Charro Road is within sight, linking with Livermore's Jack London Blvd to the east, and Dublin's Fallon Rd and Dublin Blvd to the north, the extension of El Charro Rd will provide great circulation benefit to all three communities	The top priority projects are edible under the Major Commute Route corridor category.

TEP Comments

Chapter/ Figure	Page	Other Identifier	Commenter First Name	Commenter Last Name	Comment	Response
			Vitaly B.	Troyan, PE	<p>First, we want to thank you for the diligent work of your staff and consultants in preparing both the draft CWTP and the draft Measure B TEP under a very challenging schedule.</p> <p>Fix what we have first</p> <p>Our main criticism is that the TEP doesn't adequately address the need to maintain existing infrastructure. Oakland's current need to keep our streets in their current "fair" condition is \$28M/year. We will have approx. \$5M/year available in future years. Repairing existing streets was identified as our primary funding need in all of our submittals to Alameda CTC. Repairing existing streets had been a recurring priority of your TAWG and was one of the highest needs identified in voter polls. Yet the TEP reduces the allocation to LSR from the current 22.34% to a proposed 20%, and contains similar cuts to transit. Do we really need to divert 5% of funds from LSR and from transit to new programs such as Sustainable Transportation, Technology, new ferries, etc., while our core infrastructure is crumbling?</p>	The TEP includes 30% of funding for roads. For direction subventions to local jurisdictions, there is a combined amount of 21.5% from both the TEP and the VRF funds. The new funding categories have been established to help meet the mandates of SB 375 and to address freight planning and priorities in the County.
			Vitaly B.	Troyan, PE	<p>Increase use of pass-through funding</p> <p>We strongly recommend increasing the program/project split to 70/30 in order to fund larger pass-through for LSR. We also believe that additional pass-through are needed for transit in order to <i>at least</i> bring back AC Transit service to 2009 levels. We believe that this would recognize the transportation needs of a maturing region in which operations and maintenance of the existing system is the single highest priority. In our preferred scenario, LSR and transit split the increase - LSR would increase to 27.5% of all funds, and Oakland would receive an additional \$3M/year in LSR funding.</p>	Please see above regarding streets and roads. AC Transit is the highest transit operator recipient in the plan for operational dollars, representing a 94% increase over the current plan.
			Vitaly B.	Troyan, PE	<p>Reduce administrative requirements and costs</p> <p>Pass-through funds should be used wherever possible - they minimize administrative costs. On the other hand, grant programs require municipalities to hire grant administrators to prepare applications, monitor grant conditions, report on each grant, and negotiate differences of opinion with Alameda CTC. Since many grants are unsuccessful, a large amount of this staff time is wasted. Alameda CTC has to hire staff to review, approve or disapprove and monitor grants. These activities divert scarce transportation funds to bureaucracy instead of infrastructure.</p> <p>With total sales tax income doubling, we don't understand why Alameda CTC needs to more than double funding for admin costs (from 4.5% of \$100M/year to 5% of \$200M/year). Writing bigger checks doesn't require doubling staff. A decrease to 3% would still represent 33% growth in actual funds for admin, but would save approx. \$150M over the 30 year TEP. This money could be reallocated to LSR.</p>	Administrative costs have been reduced to 4%, with administrative staff costs capped at 1%.
		Central Ave Overpass (21103)	John	Becker	List Central Ave Overpass (21103) as a potential project in the Major Commute Corridors category under the LSR mode.	This will be incorporated.
		Thornton Ave Widening (240272)	John	Becker	List Thornton Ave Widening (240272) as a potential project in the Major Commute Corridors category under the LSR mode.	This will be incorporated.
		Newark LSR (240285)	John	Becker	List Newark LSR (240285) as a potential project in the Major Commute Corridors category under the LSR mode.	This will be incorporated.
			John	Becker	Add a provision guaranteeing equity based on local government jurisdictions, not Planning Areas.	Geographic equity provisions will be included in the CIP allocation process based on planning area, and the direct subventions to jurisdictions are based on specific city population or road miles

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Attachment A

Alameda County Transportation Commission Analysis and Response to the Community Vision Platform (CVP) for the Measure B reauthorization Transportation Expenditure Plan (TEP) submitted to Alameda CTC on November 17, 2011

The Alameda CTC responses to each of the CVP elements are noted below in italics. All other text that is not italicized is the CVP submitted language.

The proposed reauthorization of Measure B (B3) will be the single largest transportation funding source in Alameda County, extending a one cent sales tax in perpetuity with the next voter review scheduled for 2042. As such, it is our only meaningful opportunity to rebuild our deteriorating transportation system, restore transit service to acceptable levels, maintain transit affordability, increase safety for walking and biking, reduce greenhouse gas emissions, and create thousands of transportation-related jobs. In short, because this measure will fundamentally shape the lives of Alameda County residents for decades to come, we must use this opportunity to put the County on the right path.

The Alameda CTC is developing a new Transportation Expenditure Plan to address the transportation needs and funding challenges Alameda County faces as population and demands rise, and historic resources, such as state and federal funding, continue to decline. The development of the TEP is through a highly inclusive process with three separate committees representing diverse areas, organizations and interests (Steering Committee of elected officials, Technical Advisory Working Group, and Community Advisory Working Group). In addition, polling and extensive public outreach efforts have been implemented through a multi-faceted engagement process that was done in both spring and fall 2011. All three committees above developed the transportation vision for Alameda County for the plan and were engaged in the development of polling questions. Many members participated in the outreach efforts. The vision and goals established for the long range countywide transportation plan and the Transportation Expenditure Plan are as follows:

Vision:

*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.*

Goals:

*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 and will be supported by these goals:***

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, transit, bicycle and pedestrian routes.
- ***Reliable and Efficient***
- ***Cost Effective***
- ***Well Maintained***
- ***Safe***
- ***Supportive of a Healthy and Clean Environment***

To be successful, the Measure B reauthorization must achieve the following objectives:

Fix it First: Alameda County's transportation systems are facing massive operating shortfalls *and* significant capital rehabilitation needs. Transit service in the County has been reduced 1525% over the last three years. BART has a \$7-8 billion capital shortfall, without including costly new extensions. Our local streets and roads need a multi-billion dollar investment for basic maintenance. The plan must maintain our existing transportation infrastructure and restore our transit system before considering any expansions. Additional projects must clearly advance environmental, social equity, and public health goals.

The Alameda CTC proposed TEP focuses investments that dramatically increase funding for basic maintenance and operations, supporting a "Fix it First" philosophy. Alameda CTC's original proposal for Transit funding in October was for 18% of net revenues to support transit operations, and 9% for paratransit funding. In November, staff increased the amount to 20% for transit and 10% for paratransit. The current TEP includes 21% for transit and retains the 10% for paratransit, by reducing 1% out of administration costs. This provides a 90% overall increase in funding for transit, with a 94% increase specifically for AC Transit, and an 89% increase for paratransit services. Combined, this represents 31% of the net revenues going to transit operations in Alameda County. Proposed capital investments in transit support BART station modernization and capacity improvements at \$90 million for Alameda County BART stations. In addition, \$300 million is included in capital investments for Transit Oriented Development that supports station area development and access improvements. Further, the TEP also includes language that allows funding for the Irvington BART station to be used for BART operations or maintenance, if that project is fully funded with other outside funding. Overall, transit investments represent 45% of the TEP.

For roadway maintenance, 30% of net revenues are allocated to investments in roadway maintenance and efficiency. Of that amount, 20% goes directly back to local jurisdictions for local roadway investments, while the other 10% is retained at the County level to address countywide commute corridors, seismic retrofit of bridges and safety enhancements for either grade separations or at-grade railroad crossings. This represents an increase in local streets and roads funding from staff's original proposal of 18% in October to the current 20% in the TEP. Further, the voter approved Vehicle Registration Fee (approved in November 2010) combined with the proposed TEP will provide overall 21.5% of revenues to local streets and roads.

The TEP vision and goals established both short term and long-term efforts addressing 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."

Therefore, operations and maintenance serve as major funding elements in the plan and are coupled with new investments that will support transportation choices to Alameda County residents and businesses that can accommodate the projected growth to 2 million people in the county over the plan horizon.

All projects in the expenditure plan that are also funded with federal funds are required to complete environmental clearance and comply with Title VI, addressing equity and environmental requirements, and to achieve a full funding plan within a strict deadline of 7 years.

Help Meet State and Regional Climate Change Targets: AB32 and SB375 have set California on course to reduce greenhouse gas emissions 80% by 2050. As the second most populated county in the Bay Area, Alameda County needs to play a significant role in achieving this target. This 30-year plan must therefore prioritize those investments that reduce greenhouse gas emissions and vehicle miles traveled (VMT) through increases in transit use, walking, and biking and not invest in projects that will increase greenhouse gas emissions or VMT.

The proposed TEP provides significant funding for programs and capital investments that support the goals of AB 32 and SB 375, so that Alameda County will contribute to the region's effort and goals of reducing greenhouse gas emissions. The TEP funds major transit operations and transit capital investments. Overall, more than 61% of the funds in the TEP directly support shifting out of cars and onto other modes (transit 45%, Bicycle and Pedestrian 8%, Sustainable Land Use and Transportation 7%, and Technology 1%). Moreover, improvements to the roads (30%) support each of the modes above, resulting in a plan that facilitates a major shift to non-auto travel.

Improve Mobility and Health for All Communities: Alameda County has done an admirable job of creating Community Based Transportation Plans to target investments in Communities of Concern; now we must fund the implementation of those plans. We must also significantly reduce the disproportionate health impacts of freight movement on many of these same communities.

The proposed TEP provides significant funding for programs and capital investments that will support implementation of Community Based Transportation Plans, including over \$651 million for bicycle and pedestrian funds for projects and programs that will support elements of the community based transportation plans. Alameda CTC has included specific weighting in its bicycle and pedestrian grant program for projects or programs that support communities of concern. The Transit investments will provide dramatic funding increases that will support communities of concern, especially with the Title VI requirements in the plan. The funding for Priority Development Areas/Transit Oriented Development (PDA/TOD) capital as well as the discretionary program can support investments in Communities of Concern. The Freight and Economic Development discretionary program has been included into the plan to allow the Alameda CTC to do specific goods movement plans that will address freight issues and provides funding for freight improvements. The development of the Goods Movement Plan will include addressing health impacts in local communities.

Achieve Geographic Equity: The measure will likely commit our region to several long-term projects without providing full funding to complete them. Not only should Measure B funds be distributed fairly, on a population basis, but the total costs of projects funded by the measure should reflect the population of

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the county as well. A failure to do so will result in an inequitable distribution of regional transportation funding within the County, as future funds are directed to complete these long-term projects.

The proposed TEP allocates funding for its pass-through programs (local streets and roads, bike/ped, paratransit) based upon formulas that include factors such as population and road miles specific to each jurisdiction, providing a geographically equitable distribution of those funds throughout the County. For the funding categories of Major Commute Corridors and PDA/TOD, funding allocations will be made through the Alameda CTC's Capital Improvement Program, which is for a five year period, updated every two years, and which will include provisions for geographic equity. For the Bike/Ped, Paratransit, Transit, Technology, Transportation and Land Use linkages, and the Freight and Economic Development discretionary programs, there will also be provisions for geographic equity, as there currently are in the sales tax measure we are implementing now.

Uphold High Standards for Planning: We expect that Alameda CTC will comply with Title VI and Environmental Justice guidelines, provide transparency to the public and voters as to exactly what Measure B will pay for, and will listen to the voices of the public, particularly those historically least well-served by our transportation system.

The proposed TEP includes the requirement to comply with Title VI, it also includes an Independent Watchdog Committee, annual agency audits of Alameda CTC as well as agencies receiving pass-through funds, and several community advisory committees that will provide direct recommendations to the Alameda CTC Board on funding and implementation. All Alameda CTC meetings are conducted according to the Brown Act, California's open meetings law. All of these elements support transparency and public engagement.

Provide Project Cost Protection: The last funding measure saw project costs increase by 244% over what voters were promised. This resulted in less money throughout the county for programs and important new projects and meant that we ended up funding projects with lower than expected benefits, relative to cost. This measure must include a provision for the Independent Watchdog Committee to provide feedback on whether to continue to support projects that see their cost projections increase substantially and provide safeguards against repeated extensions of the deadlines for project funding and environmental clearance.

The proposed TEP includes requirements for full funding plans and environmental clearance within 7 years of the initiation of sales tax collection for capital projects. All capital projects in the current expenditure plan (Measure B 2000) had cost increases since those dollar amounts listed in the expenditure plan were not escalated dollars. However, the amount of funding each project received from the Measure remained within the funding amounts listed in the plan plus the plan-authorized cost escalation rates. If the TEP is approved by voters, the Independent Watchdog Committee (IWC) will receive updates on project and program progress, will review project and program expenditures and audits, and will be able to call any project or program sponsor in for a presentation to address fiduciary or TEP timeline deadlines concerns the IWC has, per it's issues identification process.

The Expenditure Plan should fund the following Programs:

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- **Transit: 25.25%** This should focus on maintaining the service that exists and restoring lost service back to 2008-9 levels of service. AC Transit, Alameda County's largest transit providers, should at a minimum receive 23% of all TEP funds. This amount of funding will help AC Transit restore the service cut in 2010.² The remaining funds should be focused on LAVTA, Union City Transit, and ACE, with each retaining their current percentage of Measure B, to help restore any lost transit service or maintain existing levels of service.

The proposed TEP includes 31% of funding for transit operations (21% transit and 10% paratransit), with AC Transit as the highest recipient. AC Transit's Board requested transit operations at 17.3% and 4.5% for paratransit. The proposed TEP includes 16% for AC Transit, representing a 94% increase over current revenues, and meets their request for 4.5% of the paratransit funds. The Alameda CTC staff reduced the amount of funds for its own administration by 1% and gave that amount directly to AC Transit. Each of the other transit operators noted above, as well as the Oakland Alameda ferry service operated by the Water Emergency Transit Authority, receive funding increases.

- **Local Streets & Roads: 23% as a direct pass-through to cities.** The plan should require that when cities use these funds, they comply with the Complete Streets policy to ensure the roadway is accessible for all users, including pedestrians, bicyclists, cars and transit and to improve truck routing to minimize human exposure to harmful diesel pollution and the other health hazards of freight truck traffic. In addition, there are many major arterial projects considered for this measure that are unnecessary, do not poll well, and should be redirected to funding road maintenance.

The proposed TEP includes 30% of funding for roads, with 20% of the funding going directly to cities and the county to maintain their local roadways, and 10% retained at the county level to focus on major commute corridors, bridge seismic safety and grade separations. The roads that will be funded with the 10% of the funds include those on the Metropolitan Transportation System which carry the largest loads of traffic within Alameda County communities. The Major Commute Corridor funds will be used for maintenance and corridor efficiency projects. Projects to be funded by the Major Commute Corridor funds will be done so based upon project readiness and through the Alameda CTC's Capital Improvement Program as described above.

- **Eco Student Bus Pass: 9%**³ ACTC staff estimates that over 115,000 young people could benefit from a program that provides bus passes to middle and high school students, regardless of income or what kind of school they attend, good for 24/7 use on all three County bus operators. The program will be most successful if it can be implemented across the entire county, is inclusive of all students and is accompanied by a pro-transit, pro-environment curriculum and education program, as proposed by the program sponsor, the Alameda County Office of Education. This will develop a culture of transit use and will cut down on morning traffic, and related emissions (home to school trips make up an estimated 10% of all trips taken in the morning, Bay Area wide).

The proposed TEP includes funding within the Transit category for an Innovative Grant Programs for \$230 million with the priority for funds going to student access to school programs. In addition, the Alameda CTC has performed national research on student transit pass programs and presented findings and recommendations to the Commission in September on how to craft a potential student transit pass program. The Commission directed staff to develop a scope for a pilot youth pass program that could be tested over a three year period. The purpose of a pilot program is to evaluate the effectiveness of the

program with regard to goals and evaluation tools established for the pilot. If a pilot proves feasible, funding from the TEP could be used to support the student pass program in partnership with other contributing agencies. Alameda CTC staff will begin developing the pilot program scope in January, working with partners interested in the program, with the aim of bringing a recommendation to the Commission on a pilot program scope and funding in spring 2012.

- **Paratransit: 10%** Meet transportation needs of seniors and people with disabilities in cost-effective and innovative ways.

The proposed TEP includes funding for paratransit at 10% of net revenues.

²23% of the B3 TEP would increase overall funding to AC Transit by roughly \$24 million per year between 2012-2022 and by another \$30.5 million per year between 2022-2042. This funding is absolutely necessary in restoring the 15% of service it lost in 2010 (200,000 daily hours of service). These service cuts amounted to \$21 million and AC is currently facing a \$10 million plus hole in Fiscal Year 2012-13 and 2013-14, so the \$30 million additional funds from Measure B will be what is needed to restore the lost service. See AC Transit's November 16, 2011 GM Memo on its First Quarter Budget Report and Biennial Budget: http://www.actransit.org/wp-content/uploads/board_memos/GM%2011-239%201st%20Qtr%20Financials.pdf.

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The three bus operators estimate the program will cost between \$15 million and over \$20 million per year, so by setting aside about \$18 million per year for the program, we can be assured the program will have enough funding to be successful and fully accessible to all interested families.

- **Bicycle/Pedestrian: 8.25%** The ped/bike program should help fund the completion of the Countywide Bicycle and Pedestrian Plans. In addition, we recommend funding for a set of additional bike – ped projects listed in the “Projects” section below.

The proposed TEP includes funding at 8.4%, with a portion of the funding going directly to local jurisdictions, a portion to a discretionary grant program, as well as funding to complete major bicycle and pedestrian trails in Alameda County.

Transit Oriented Development: 3% We support staff recommendation for a category of funding (“Sustainable Transportation Linkages”) that will support the development of transit villages and better connect transit, housing and jobs, as well as an additional 3.9% for specific TOD projects underway. However, it is critical that, similar to the Complete Streets requirement for LS&R, that there be clear and enforce conditions placed on the use of all TOD funding (program and projects) that ensure that local residents are protected against the direct and indirect displacement impacts of those investments and that Smart Growth best practices are adhered to.

The proposed TEP includes 3% for Transit Oriented Development and the Complete Streets Policy in the TEP Implementing Guidelines is for all transportation investments in the plan.

- **Freight and Economic Development: 0.5%** We recommend that the draft plan set aside funding for freight movement and at least 0.5% of Measure B funds be used to mitigate the harmful impacts of freight movement and diesel trucks on communities’ health, particularly in CARE communities and other similar neighborhoods that suffer from highest cumulative effects of air and noise pollution and are most vulnerable to such hazards. We also recommend that the Port of Oakland and its clients be required to put up their share of funding for Port-related projects before Measure B funds are committed to freight transport.

The proposed TEP includes 1% for Freight and Economic Development to address both planning and implementation needs in the county. The planning efforts for freight will address the health impacts of freight in local communities. The Port of Oakland will be a partner in the delivery of transportation investments included in the TEP and will be required to bring the additional funding needed to complete its projects in the TEP.

- **Transportation Demand Management: 1%** We recommend that the “Technology, Innovation and Development” funding category focus on TDM to provide cities with guidance and funding needed to curb single-occupancy vehicle driving.

The proposed TEP includes 1% for Technology, Innovation and Development that can address TDM. In addition, the 3% of funding included in the Sustainable Transportation and Local Land Use Linkages specifically states the eligible use of TDM.

Program Total: 80%

The Expenditure Plan Should Fund the Following Projects, As its Highest Priorities:

- **Community Based Transportation Plans: \$100 million (1.3%)** North and Central County CBTPs at \$50 million each. CBTPs include critical transit and bike/ped projects that address transportation barriers or safety issues of the Counties' lowest income communities.

These amounts are included specifically in the Countywide Transportation Plan, and funding from the TEP as discussed above, may be used to implement portions of the CBTPs.

- **Transit Oriented Development: \$300 million (3.9%)** Specific TOD/PDA projects that have been identified by jurisdictions, including, but not limited to, the Lake Merritt BART Station Area Plan. The same anti-displacement and Smart Growth conditions should be placed upon the use of these funds as on the TOD program.

The proposed TEP includes \$532 million, or 7% of net revenues, to support TOD/PDAs. These funds will be allocated through the Alameda CTC Capital Improvement Program, as described above, as well as through discretionary grants as approved by the Alameda CTC Board.

- **Bike and Pedestrian Projects: \$300 million (3.9%)**
 - ○ Various bike/ped bridges to close major bikeway gaps (\$77 million)
 - ○ Bay Trail, Iron Horse Trail and East Bay Greenway projects (\$203 million)
 - ○ Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS) (\$20.3 million)

The proposed TEP includes \$264 million for specific capital projects, including the Bay Trail, Iron Horse Trail and East Bay Greenway projects, as well as local connectors and access routes to these trails. An additional \$155 million is included in the TEP to be allocated for bicycle and pedestrian capital projects, plans, programs and maintenance through a discretionary program.

- **Bus System Enhancement/Efficiency Projects: \$58 million (.76%)**
 - International Blvd BRT -\$38 million
 - AC Transit Transit Priority Measures (College/Broadway Corridor -\$5.0 million, Foothill TSP -\$2.0 million and Grand/MacArthur Improvements \$4.0 million)
 - Rapid Bus from Alameda Point to Fruitvale BART \$9.0 million

The proposed TEP includes \$26 million for AC Transit BRT projects and the College/Broadway Corridor improvements, and \$9 million for the Rapid Bus from Alameda Point to Fruitvale BART.

- **BART System Enhancement/Efficiency Projects: \$294.7 million (3.8%)**
 - BART Station Modernization and Capacity Improvements \$294.7 million

The proposed TEP includes \$90 million for BART Station Modernization and Capacity Improvements. It also includes \$120 for BART operation/maintenance, if the Irvington BART station is funded with outside funds.

- **Safety Projects \$40 million (.5%) :** Alameda “lifeline” connection (Fruitvale Bridge) \$40 million

The proposed TEP includes this project in the Major Commute Corridors category.

Project Total 20%⁴

The Expenditure Plan should NOT fund the following Projects:

- **BART to Livermore and other low benefit/high costs massive transit capital projects** We are deeply concerned that the staff B3 TEP commits our region to billions in unsustainable expansion projects, by making small down payments on projects that even MTC has said have low benefit-cost values. Specifically, the proposed TEP proposes to give \$400 million to the \$4 billion **BART to Livermore** project, a project with one of the lowest project performance ratings by MTC, leaving over 85% of it unfunded.⁵ This puts taxpayers on the hook for large funding commitments down the line we simply can’t afford. This is a project that, as currently proposed, we cannot support. We believe there are lower-cost alternatives that will help connect the residents of the Tri-Valley to regional transit and are more than happy to explore these with ACTC staff and other interested stakeholders.

The proposed TEP includes funding for investing in transit improvements in the Tri-Valley towards the goal of extending BART beyond its current terminus. As the project moves through the environmental process, alternatives will be evaluated in the corridor. The proposed TEP includes language that if a project becomes infeasible, the funding will remain within the modal category. The Phase 1 project is estimated to cost about \$1.2 billion. \$400 million of new sales tax revenue is proposed for the Phase 1 project. Over \$100 million of bridge toll revenues are already allocated to BART to Livermore.

The MTC Project Performance Assessment results showed BART to Livermore Phase 1 Project scoring 5.5 in the overall targets score, putting the project in the top third of the 76 projects scored. It has showed a cost benefit ratio of 1.0.

A BART to Livermore is recommended in the Metropolitan Transportation Commission’s 2007 Regional Rail Plan. The Phase 1 Project is expected to generate over 20,000 new BART riders which produce significant and measurable environmental benefits, including, reduce over 400,000 vehicle miles travelled; reduce over 260,000 lbs/day of greenhouse gasses supporting the California climate protection legislation AB32 and SB375; and, reduce over 400 Billion BTUs/year of energy consumption.

- **SR 84/I-680, new lanes for the HOT/HOV network, and any projects that add highway capacity** We are deeply concerned by the investments in the staff proposed TEP that increase VMT and greenhouse gases through increases in highway capacity.⁶ At a time when we must work to avoid the disaster that global warming promises, it is critical that we use our limited transportation funds as cost-effectively as possible by investing in low-cost, high benefit transit, bicycle, pedestrian and transit-oriented development that will both support the travel of those with the least means as well as shift

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drivers into alternative, low-carbon modes of travel.

The proposed TEP includes funding for investments in freeway gap closures and for methods to increase the efficiencies of our current highway system. HOT/HOV lanes provide the opportunity to generate revenue and to implement congestion pricing on specific highway corridors in the County. The vision adopted for the TEP supports a multi-modal system in Alameda County. Freeways are a part of the transportation system in the county that play a major role in economic development (goods movement) and access to areas in which transit does not adequately serve. The majority of funding in the TEP supports transit, bike and pedestrian, TOD/PDA development, with only a small portion going to address the highway needs.

⁴ Our priority projects do not total up to 20%. We support geographic equity, based upon population, for the distribution of the project funds and our proposal allows flexibility to achieve this. ⁵ MTC's DRAFT Project Performance Assessment Results, released 10/31/11, gave the BART to Livermore Extensions (Phases I and II) a Benefit/Cost ratio of 0.4, putting it among the 10 worst projects out of 76 projects analyzed. ⁶ MTC's DRAFT Project Performance Assessment Results, released 10/31/11, estimate that the SR 84-I-680 interchanged and SR-84 Widening (Jack London to I-680) will result in an additional 16 million VMTs in the year 2040. The regional HOT lane proposal, minus those in Silicon Valley, but including Alameda County's proposed lanes, will result in 235 million VMTs in 2040.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

October-November 2011



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SUMMARY OF PUBLIC PARTICIPATION FINDINGS

INTRODUCTION

Public participation is an integral part of the process to update the Countywide Transportation Plan (CWTP) and develop the Transportation Expenditure Plan (TEP) for Alameda County. As a follow-up to outreach activities conducted in spring 2011 to develop the Administrative Draft CWTP, the Alameda County Transportation Commission (Alameda CTC) conducted a second phase of outreach activities to present the Administrative Draft CWTP and develop the draft TEP. To accomplish this, the Alameda CTC conducted a variety of public participation activities in October and November 2011 to solicit public input on project and program priorities for inclusion in the TEP. The CWTP will be completed in 2012 and will identify projects and programs for funding for the next 28 years. The TEP will identify the funding priorities for an extension and augmentation of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval in November 2012. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. The following summary describes the methods used to solicit public input and the findings resulting from these methods.

Breadth and Reach

Through a variety of methods, including workshops, targeted group outreach and an online questionnaire, the fall 2011 phase of the outreach process generated input from almost 1,600 Alameda County participants.

The public participation activities planned as part of this process were designed to ensure Title VI compliance for meaningful access to programs, activities and services for low-income and minority communities, as well as meaningful participation for all Alameda County residents and businesses.

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

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

- Providing information for the public on the key decision milestones so interested residents can follow the process and know in advance when the CTC Board will take final action;

- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities; and
- Generating significant public involvement for the development of both plans.

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

- Public workshops
- Online questionnaire
- In-person small group dialogues using an outreach toolkit with the same questionnaire as the online version

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



Participants at the Dublin workshop use their response keypads to participate in interactive electronic polling, which allows for immediate presentation of results to the group.

How This Information Will Be Used

The input generated during the fall 2011 outreach will be used to inform project and program priorities for consideration in the development of the TEP.

Participation Summary

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

Table 1: Participation Summary by Method

Method	Number of Participants
Workshops (5)	114*
Outreach Toolkit	926 (completed questionnaires)
Online Questionnaire	556
TOTAL	1,596**

* Based on the number of attendees signed in

** Some individuals may have participated via more than one method



Lou Hexter of MIG conducts electronic polling of Berkeley workshop participants.

METHODOLOGY

The following section describes the three outreach methods used in fall 2011: Public Workshops, Outreach Toolkit and Online Questionnaire.

Public Workshops

Between October 18th and November 2nd, five community workshops were held. One workshop was held in each of the five Alameda County supervisorial districts. All workshops were held at transit and ADA-accessible locations. The workshops were designed to meet the following objectives:

- Provide an overview of the purpose of the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP)
- Present and gather input on support for different projects and programs for the CWTP and TEP ; and
- Engage participants in prioritizing transportation improvements.

Table 2: Public Workshop Participation Summary

Workshop Date/Location/District	Number of Attendees*
October 18th, 6:30-8:30 pm South Berkeley Senior Center Multipurpose Room District 5	18
October 19th, 6:30-8:30 pm San Leandro Senior Community Center Main Hall B District 3	37
October 24th, 6:30-8:30 pm East Oakland Senior Center Multipurpose Room District 4	13
October 27th, 6:30-8:30 pm Union City Sports Center Classrooms B and C District 2	22
November 2nd, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 1	24
TOTAL	114

**Note that these numbers represent the number of attendees signed in. However, not all attendees participated in the exercises; some were there as observers or did not participate for other reasons.*

Workshop Outreach

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

- E-mail announcements to existing e-mail lists and to stakeholder groups, including low-income and underrepresented groups;
- Alameda CTC e-Newsletter;
- Posting on the Alameda CTC website and other city and organizational websites;
- Targeted print and online advertisements in ethnic and geographically targeted newspapers including:
 - Alameda Journal
 - Alameda Times Star
 - Berkeley Voice
 - Castro Valley Times
 - East Bay Express
 - Fremont Argus
 - Hayward Daily Review
 - India West
 - Livermore Independent
 - Montclairion
 - Oakland Tribune
 - Patch.com for Alameda, Albany, Castro Valley, Newark, Piedmont and Pleasanton
 - The Piedmonter
 - Pleasanton Weekly
 - The Post
 - San Leandro Times
 - Sing Tao
 - Tri-City Voice
 - TriValley Herald
 - Valley Times
 - Vision Hispana Newspaper
 - West County Times
- Phone, e-mail and in-person communications with organizations and schools; and
- Distribution of flyers.

Workshop Format

The five workshops were conducted by Alameda CTC staff, with consultant assistance, and followed a similar format in each location. Each participant received a workbook including an agenda, information about Alameda CTC transportation planning, and a list of representative projects and programs for the prioritization exercise. Interactive polling technology was also used in all of the workshops. Each participant was provided a remote response keypad to respond to multiple-choice questions that were asked during a PowerPoint presentation. Results were tabulated and immediately presented back to the group as part of the presentation.

The workshops were called to order by Alameda County Transportation Commissioners (from the jurisdictions in which the workshops were held) who provided welcoming remarks. Tess Lengyel of the Alameda CTC then provided a presentation which gave an overview of the CWTP and TEP, including examples of visible results of past plans; the current planning process and key findings to date regarding transportation needs; and an explanation of why and how a new TEP needs to be developed at this time. During this introductory presentation, interactive polling was used to survey participants on which public participation activities they had previously taken part in.

At the conclusion of the introductory presentation, Lou Hexter of MIG, Inc. began the interactive portion of the workshop by polling participants on various demographic information (including gender, age group, city of residence and ethnicity) in order to determine how well the group represented the diversity of Alameda County's population. He then polled participants on the following question: "To fund transportation improvements, how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?" He presented the results of this question and indicated that the participants would have another opportunity to answer it at the end of the workshop, to see whether their opinion had changed after taking part in the exercise.

He then explained the workshop exercise, which participants were given approximately one half hour to select their own priorities for projects and programs. Each workbook contained a detailed list of over 70 potential highway, transit, and bicycle and pedestrian projects, as well as programs supporting: transit operations, local streets and roads, major commute route improvements, specialized transportation for seniors and persons with disabilities, bicycle and pedestrian safety, community based transportation planning, sustainable transportation and land use connections, freight and economic development, and technology and innovation. These projects and programs were submitted to the Alameda CTC through a spring 2011 Call for Projects, as well as through the spring outreach efforts. The estimated cost to complete each project was given in millions, along with maps indicating the approximate location; and amounts for low, medium and high levels of funding support were provided for each program. Participants were directed to place a check mark next to the projects and programs they supported, and to select no more than 20. Upon completion of their selections, participants were asked to transfer their choices to large wall charts that reproduced the project and program lists in the workbooks, using one dot per project. All selections were tallied and calculated based on the proposed budget for the new TEP, for projects and programs that could fit into the overall \$7.7 billion budget. This exercise identified priorities for that particular workshop's participants' priorities.

The workshop exercise included a long list of projects and programs, and in anticipation of participant requests for additional project details, Alameda CTC provided several staff members who were familiar with the projects at each workshop, and binders containing available information for all projects.

While the calculation process noted above was underway, Lou Hexter reconvened the participants for a discussion of alternate ways to pay for these projects and programs other than a sales tax. Participants were asked to suggest non-sales tax solutions to address Alameda County's future transportation needs, and these suggestions were recorded and presented through the interactive polling technology so that participants could vote for their top choice. Alternatives suggested by workshop participants included: a regional gas tax, parking fees, private development fees, and vehicle registration fees. The suggestions and choices made for each workshop are included in Appendix A: CWTP-TEP Workshop Materials and Results.

Once the results of the project and program prioritization exercise were calculated, Bonnie Nelson or Cathleen Sullivan of Nelson/Nygaard presented them to the group, displaying a list of projects and programs that could be funded based on the group's preferences, as well as the percentage of projects versus programs funded and breakdowns of annual program allocations and projects by planning area and mode. This enabled participants to see what a TEP based on their particular priorities might include. However, it was emphasized that this exercise was just one part of the input and criteria that will be considered in the development of the actual TEP.

At the end of the prioritization exercise presentation, Lou Hexter again polled participants as to whether they would support an increase and extension of the transportation sales tax, based on their participation in the workshop, and presented the results of that vote. He then concluded the evenings by summarizing the current outreach process and next steps in the final development of the CWTP and TEP, and polling participants on whether they learned about future transportation needs and potential transportation improvements in Alameda County.

Participants were encouraged to provide additional written comments via comment forms. The comment forms asked again whether participants would vote for an increase and extension of the transportation sales tax, and to list their suggested non-sales tax solutions, as well as any other comments. The total number of workshop attendees is included in Table 2: Public Workshop Participation Summary on page 4.



Participants at the San Leandro Workshop participate in the project and program prioritization exercise.

Outreach Toolkit

Recognizing that community members are often too busy or find it difficult to attend a community workshop, the project team developed an Outreach Toolkit for use by advisory group members (or their representatives) and Alameda CTC or MIG staff to discuss the transportation sales tax measure and the planning process for development of the CWTP and TEP, and solicit input at community group meetings.

The Outreach Toolkit was designed to be used in a variety of settings. The toolkit activities could be conducted in as little as 15-20 minutes or longer if time permitted, with a group discussion following the questionnaire. This format allowed Alameda CTC to reach existing groups and facilitated participation by those not likely to attend a public workshop. Using the toolkit, the outreach team was able to target commonly under-represented groups, such as English as a Second Language (ESL) students, bringing the information to them and soliciting their feedback.

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

CAWG, TAWG and other advisory group members were trained by MIG to conduct the outreach activities. These trainings are listed below in Table 3: Outreach Toolkit Trainings. In addition to the in-person trainings, MIG conducted a conference call toolkit training session with an online guide and posted a toolkit training overview along with all necessary material on the project website.

Table 3: Outreach Toolkit Trainings

Date	Advisory Group
October 6 th	CAWG
October 7 th	Steering Committee
October 11 th	TAC
October 13 th	TAWG
October 13 th and 14 th	Conference Call Training

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

In an effort to ensure that toolkit outreach was demographically balanced, outreach staff made additional efforts to reach groups lacking representation. They contacted 235 groups or organizations by phone or e-mail, and made follow-up calls to 46 community-based organizations. The outreach team also attended three large scale community-wide events. The questionnaire was provided in five different languages (English, Spanish, Chinese, Farsi and Vietnamese) in order to make it as understandable and easy to fill out

as possible. Large format questionnaires were provided for those who had trouble reading regular size text. A copy of each questionnaire is included in Appendix B: CWTP-TEP Questionnaire and Results.

Overall, 39 toolkit sessions were conducted during October and the beginning of November 2011 with a variety of groups, including:

- Seniors
- Disability advocacy & advisory committees
- Bicyclists and walking enthusiasts
- Faith-based groups
- Environmental groups
- Low-income housing advocacy groups
- Student groups
- Adult ESL classes
- Sports teams
- Transit riders
- Rotary Clubs
- Neighborhood groups



The outreach toolkit allowed participation by community members who could not attend a workshop.

For a complete list of the toolkits completed, please refer to Appendix C: Outreach Questionnaire Reports.

Online Questionnaire

In coordination with the project team, MIG developed an online questionnaire that was the same as the toolkit questionnaire to solicit input on the project and program priorities of Alameda County residents and businesses. The 15-question questionnaire included a list of transportation improvement statements and sample projects designed to gauge respondents' level of support for projects and programs that fulfill Alameda County's transportation needs as identified in Phase I of the planning process. Questions were also included to identify respondents' most frequent modes of travel, level of participation in previous outreach efforts, area of residence within the county and demographic information. A version of the questionnaire designed to be accessible to disabled respondents, particularly the visually impaired, was also made available. The questionnaire was posted on the project website from October 11th through November 4th.

The online questionnaire was promoted through online communications and printed project materials that were distributed at community workshops and through various Alameda CTC Advisory Committee meetings. The availability of the accessible questionnaire was additionally promoted through communications to the Alameda CTC Paratransit Advisory and Planning Committee and organizations serving the disabled community.

Alameda CTC received 556 responses to the online questionnaire.

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

Table 4: Online Questionnaire Response Distribution by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	51%	41%
Central	7%	24%
South	7%	22%
East	15%	14%
Other**	20%	n/a
Total	100%	100%

*2010 Census

**Unclear or not an Alameda County Resident

Comments

Workshop participants were given an opportunity to provide comments on the workshop comment forms. A number of outreach toolkit participants also wrote comments on their returned questionnaires. A compilation of these comments is provided in Appendix D: Public Comments Submitted.

Opinion Poll

A separate Opinion Poll of 805 Alameda County registered voters was completed by EMC Research between September 28th and October 9th, 2011. The findings of this poll are included in a separate report which is posted on the Alameda CTC website at http://www.alamedactc.org/files/managed/Document/5797/EMC_Research_Survey_Results_Oct2011.pdf.

KEY FINDINGS

Key Findings Across Methods

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods.

Prioritization of Projects and Programs

The number of projects and programs assessed across the three methods varied, with workshop participants having a much lengthier and more detailed list of projects and programs to work with than questionnaire respondents. However, based on responses received, there were some overall themes that surfaced.

In general, projects and programs relating to public transit, bicycle and pedestrian routes, and safety and maintenance of local streets and roads were most strongly supported across all of the methods including workshops, online questionnaires and toolkits. Projects and programs that were within participants' local areas and with which they were familiar were favored by participants.

Support for Measure

Participants in all three methods indicated support for a new transportation sales tax measure. A majority of workshop participants (approximately 74%), outreach toolkit respondents (60%) and online questionnaire respondents (77%) indicated that they would vote to increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 in order to implement their priorities for funding transportation improvements.

Table 5: Support for Increasing and Extending Transportation Sales Tax by Source

Response	Workshop*		Toolkit Questionnaire	Online Questionnaire
	Round 1	Round 2**		
Yes/Likely	78%	70%	60%	77%
No/Not Likely	10%	17%	17%	10%
Don't Know	14%	11%	23%	13%

*Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.

** "Round 1" indicates participants' votes before prioritization exercise. "Round 2" indicates participants' votes after prioritization exercise. For clarification of these results, please see the section entitled "Support for Measure" under "Workshop Key Findings."

Participation and Key Findings by Method

The following section describes results and key findings from each of the three participation methods.

Workshop Participation

There were 114 participants signed in for the five workshops that were held during October and November, 2011. As shown in Table 2 on page 4, there were slightly more attendees from the North (approximately 36%) and Central (approximately 26%) planning areas than from the South (approximately 17%), East (approximately 15%) and from outside Alameda County (approximately 5%). As detailed in Tables 17 and 18 on pages 23 and 24, which summarize information across all methods, the workshops attracted a diversity of participants, although white participants over the age of 40 were in the majority. As shown in Table 6: Previous Participation by Workshop, the workshops attracted a mix of those who had taken part in one or more previous CWTP participation activities and those who had not participated before.

Table 6: Previous Participation by Workshop

Previous Participation	Berkeley	San Leandro	East Oakland	Union City	Dublin*
Community Workshop	6%	15%	0%	18%	-
Website Survey	25%	12%	17%	0%	-
Community Outreach Kit	0%	0%	0%	0%	-
Attended a Steering Committee Meeting	0%	3%	17%	6%	-
Attended a TAWG or CAWG Meeting	0%	9%	0%	6%	-
Participated in Telephone Poll about CWTP and TEP	0%	0%	0%	0%	-
Participated in more than one of the above	13%	6%	0%	18%	-
Participated in more than two of the above	13%	21%	58%	29%	-
Did not participate	44%	33%	8%	24%	-

**Information not available; data from Dublin workshop unavailable due to computer drive failure.*

Workshop Key Findings

Findings from the workshops are organized as follows and documented in Appendix A: CWTP-TEP Workshop Materials and Results:

- Overall project and program priorities across the workshops are described and shown in Table 7: Most Preferred Projects in Workshops and Table 8: Support Level for Programs by Workshop. These tables show the results of the workshop exercise as described in the Workshop Methodology section.

- Additional projects and programs receiving a high level of support, as well as key discussion points, are listed by workshop.

Project and Program Preferences

Workshop participants' preferences for projects and programs emphasized countywide efforts as well as local projects for each area. Overall, projects and programs involving public transit, bike and pedestrian improvements (particularly trail gap closures) and local streets and roads received the most significant support. Table 7: Most Preferred Projects in Workshops shows the projects that received enough votes in more than one workshop to support inclusion in that workshop's list of preferred projects and programs to be funded.

Table 7: Most Preferred Projects in Workshops

Workshop(s)	Project	Cost (in millions)	Number of Votes
Berkeley	AC Transit East Bay Bus Rapid Transit (on International Blvd.)	37.9	10
East Oakland			16
San Leandro			6
Union City			9
Berkeley	East Bay Greenway gap closures and access improvements	235.0	8
San Leandro			18
Berkeley	Iron Horse Trail gap closures and access improvements	53.0	7
Dublin			18
Berkeley	AC Transit Grand-MacArthur Bus Rapid Transit, Oakland	36.6	10
San Leandro			13
Berkeley	Major commute route improvements	900.0	9
Union City			9
Berkeley	Bay Trail gap closures and access improvements within Alameda County	253.0	8
Union City			10
Berkeley	Capitol Corridor service expansion (Oakland to San Jose)	494.7	7
East Oakland			5

Table 8: Support Levels for Programs by Workshop, shows the programs included by participants for each workshop. Note that “High,” “Medium” and “Low” designations relate to the funding level for each program as supported in the exercise.

Table 8: Support Levels for Programs by Workshops

Programs	Berkeley	San Leandro	East Oakland	Union City	Dublin
Transit Operations	High	High	High	High	High
Local Streets and Roads	High	High	High	High	High
Specialized Transportation for Seniors and Persons with Disabilities	Med	High	High	-	High
Bicycle and Pedestrian Safety	High	High	High	High	Med
Community Based Transportation Planning	Med	High	High	-	-
Sustainable Transportation and Land Use Connections	Med	High	High	High	-
Freight and Economic Development	Med	High	High	High	-
Technology and Innovation	Med	High	High	-	-

Other Findings and Summaries by Workshop

In addition to the projects and programs shown in Tables 7 and 8, participants in each workshop voted to support a number of other local and countywide projects and programs, and also engaged in discussion regarding their preferences. These findings, key discussion points and general character of each workshop are summarized by workshop below.

Berkeley

- I-80 bike/pedestrian bridge (at 65th Street, Emeryville)
- I-80 Gilman St. interchange improvements
- Improvements to bus travel time on College/Broadway corridor, Oakland
- Downtown Berkeley transit center
- Supported all programs with high level of support for transit, streets and roads and bike/pedestrian safety programs

Attendees at the Berkeley workshop participated readily in the workshop exercise. Although a little less than half of the attendees had not participated in the current CWTP-TEP outreach, most had some experience with Alameda County transportation planning and with previous outreach efforts. Several participants were attracted to the meeting by additional publicity activities on the part of the East Bay Bicycle Coalition.

San Leandro

- Tennyson Road pedestrian/bike bridge, Hayward
- Lewelling Boulevard/Hesperian Boulevard intersection improvements
- Interchange improvements and High Occupancy Vehicle/High Occupancy Toll lanes on I-880 at West A Street
- BART Hayward Maintenance Complex
- High level of support for all programs, with transit operations, bicycle and pedestrian safety, and local streets and roads receiving the most support

Some participants at the San Leandro workshop expressed concerns about the workshop exercise, with some expressing dissatisfaction with the large number of projects and programs to be assessed and the limited information provided. There were several attendees with disabilities, including several blind participants, who indicated they had only received the notice of the workshop that morning and as a result could not request accommodation in advance. They provided feedback about the design of the workshop exercises and provided suggestions on ways to make it more accessible. For example, these participants requested that the keypad polling devices have some type of sensory cue to indicate that a person's vote had registered. These modified keypads were made available at later workshops.

East Oakland

- Bike/pedestrian bridge over Lake Merritt Channel, Oakland
- Pedestrian and bike access from downtown Fremont to Fremont BART
- Reversible lanes on westbound San Francisco-Oakland Bay Bridge
- Rapid Bus Service - City of Alameda and Alameda Pt. PDA (Alameda Naval Station) to Fruitvale BART
- High level of support for all programs, especially transit

The Oakland workshop drew a small but engaged group of participants who were active in the exercises. Several participants commented that they would have preferred additional information on the projects and programs.

Union City

- I-880/Whipple Road interchange improvement
- East-West Connector project in North Fremont and Union City from I-880 to Mission Boulevard
- Union City Passenger Rail Station and Dumbarton Rail Segment G improvement
- Union City Intermodal Station infrastructure improvements
- Dumbarton Rail Corridor, Phase 1 connects Alameda County to San Mateo County (Dumbarton Bridge)
- Dumbarton Rail Corridor, Phase II connects Alameda County to San Mateo County (Dumbarton Bridge)
- High level of support for the following programs: transit, local streets and roads, bicycle and pedestrian safety programs, sustainable transportation and land use connections, major commute route improvements, freight and economic development

The Union City workshop featured highly engaged participants, including several members of a working group addressing concerns about the proposed widening of Route 84 through Niles Canyon. These participants discussed their concerns directly with Alameda CTC staff prior to engaging in the prioritization exercise.

Dublin

- BART to Livermore Extension (both phases) and Iron Horse Trail gap closures/access improvements
- High level of support for the following programs: transit, local streets and roads, specialized transportation for seniors and disabled
- Also supported bicycle and pedestrian safety programs

Among the issues discussed were trail connectivity, inadequate bus service in the area and building BART to Livermore on I-580. Participants were highly engaged with the process and requested the schedule of advisory and Steering Committee meetings that will be held to finalize the TEP.

Non-Sales Tax Solutions

The following non-sales tax solutions for funding transportation projects and programs in Alameda County were suggested by workshop participants:

- Bond measure
- Charging station fee
- Congestion pricing
- HOT lane fees
- Increase gas tax
- Index gas tax to inflation
- Indirect source rule
- Gateway Toll at Altamont
- More advertising dollars
- More express lanes
- New vehicle sales tax
- Parcel tax
- Parking fees (flexible use strategy)
- Parking pricing
- Pay-by-mile
- Private development fees
- Private funding of toll roads
- Public/private partnership (Ecopass)



Participants at the San Leandro workshop engaged in discussion of potential projects and programs for the TEP.

- Regional gas tax
- Tax commercial parking lots
- Tax on imports
- Traffic impact fee
- Vehicle registration fee (raise limit?)
- Vehicle use fee

Support for Measure

In general, at least 70% of workshop participants supported extending and augmenting the transportation sales tax, although in some of the workshops, support declined after the workshop exercise. It is believed that this change in support was due to some participant perceptions that the TEP would be developed based on a project and program selection process that had inadequate information and the feedback of a limited number of participants. This conclusion was confirmed by at least one participant who attended multiple workshops. Workshop facilitators clarified that these exercises would be only one part of the input considered in development of the final TEP, explained the various other criteria that would be involved, and encouraged participants to fill out the online questionnaire.

Outreach Toolkit Participation

Outreach through the 39 toolkit sessions helped engage and solicit input from the 926 participants who submitted completed questionnaires. These toolkits were used with a variety of audiences and served to inform people about the planning process and solicit input on projects and programs to be supported in the TEP.

Outreach Toolkit participation was spread throughout Alameda County with the North planning area (47% of respondents) most represented as detailed in Table 16: Comparison of Responses Between Methods by Planning Area on page 22. Outreach toolkit participation was most limited in the East County planning area, with only 1% of respondents (in comparison, 16% of online questionnaire respondents were from East County). This is likely due to the fact that toolkit outreach during fall 2011 was focused on lower income and non-English speaking participants, in order to address gaps in communities reached during spring 2011, and there are fewer low-income or non-English speaking residents in East County. Toolkit participants were often low-income and ethnically diverse, as detailed in Tables 17 and 18 on pages 23 and 24.

As shown in Table 9: Previous Participation by Outreach Toolkit Questionnaire Respondents, the majority of outreach toolkit questionnaire respondents had not participated in previous outreach efforts for the CWTP in January-March 2011.

Table 9: Previous Participation by Outreach Toolkit Questionnaire Respondents

Previous Participation	Toolkit Questionnaires
Attended a large public workshop	7%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	6%
Completed a printed survey	9%
Responded to a web survey	6%
Did not participate or don't know	79%

Outreach Toolkit Key Findings

Table 10: Most Supported Transportation Improvement Statements and Sample Projects – Outreach Toolkit Questionnaire shows the transportation improvement statements and sample projects that received support from at least 75% of outreach toolkit questionnaire respondents. Question-by-question outreach toolkit questionnaire responses are included in Appendix B: CWTP-TEP Questionnaire and Results.

Table 10: Most Supported Transportation Improvement Statements and Sample Projects – Outreach Toolkit Questionnaire

Transportation Improvement Statement or Sample Project	% of Support – Toolkit Questionnaire
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Fix potholes on local roads	85%
Maintain and improve mass transit (bus, rail, ferry) throughout the county	81%
Improve pedestrian safety	81%
Maintain and improve local roads and streets	80%
Complete major bike and pedestrian routes and improve safety	80%
Provide specialized transit services for seniors and persons with disabilities	77%
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	75%

Online Questionnaire Participation

Overall, there were 556 online questionnaire respondents. Online questionnaire participation was spread throughout Alameda County with the North planning area (51% of respondents) and the East planning area (16% of respondents) most represented, as detailed in Table 16: Comparison of Responses Between Methods by Planning Area on page 22. Online questionnaire respondents were often high-income and less

ethnically diverse as over half of the online participants (57%) have household incomes greater than \$75,000, and only 25% indicated that they are non-white, as detailed in Tables 17 and 18 on pages 23 and 24.

As shown in Table 11: Previous Participation by Online Questionnaire Respondents, the majority of outreach toolkit questionnaire respondents had not participated in previous outreach efforts for the CWTP in January-March 2011.

Table 11: Previous Participation by Online Questionnaire Respondents

Previous Participation	Online Questionnaires
Attended a large public workshop	9%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	7%
Completed a printed survey	5%
Responded to a web survey	12%
Did not participate or don't know	78%

Online Questionnaire Key Findings

Table 12: Most Supported Transportation Improvement Statements and Sample Projects – Online Questionnaire shows the transportation improvement statements and sample projects that received support from at least 75% of online questionnaire respondents. Question-by-question online questionnaire responses are included in Appendix B: CWTP-TEP Questionnaire and Results.

Table 12: Most Supported Transportation Improvement Statements and Sample Projects – Online Questionnaire

Transportation Improvement Statement or Sample Project	% of Support – Online Questionnaire
Maintain and improve mass transit (bus, rail, ferry) throughout the county	88%
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Improve pedestrian safety	80%
Complete major bike and pedestrian routes and improve safety	76%
Fix potholes on local roads	76%

Additional Findings

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

Overall Project and Program Key Findings

Table 13: Most Supported Transportation Improvement Statements and Sample Projects – All Questionnaires shows the transportation improvement statements and sample projects that received support from at least 75% of all questionnaire respondents.

Table 13: Most Supported Transportation Improvement Statements and Sample Projects – All Questionnaires

Transportation Improvement Statement or Sample Project	% of Support – Online Questionnaire
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Maintain and improve mass transit (bus, rail, ferry) throughout the county	85%
Improve pedestrian safety	81%
Fix potholes on local roads	81%
Complete major bike and pedestrian routes and improve safety	78%

Support for Measure

- A majority of both outreach toolkit (60%) and online questionnaire respondents (77%) indicated that they would vote to increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 in order to implement their priorities for funding transportation improvements.

Mode of Travel

- Similar to results from spring 2011 outreach efforts, driving alone is the most frequently cited mode of transport in both the outreach toolkit (39%) and online questionnaire (36%) findings.
- Also similar to spring 2011 outreach results, online questionnaire respondents bike (18%) and take BART (15%) more than toolkit respondents (14% bike and 7% BART).

OUTREACH EVALUATION AND TITLE VI COMPLIANCE

A Public Participation Plan for the CWTP was completed in December 2010, establishing performance measures related to understanding, accessibility, reach and diversity and to ensure outreach was conducted in compliance with Title VI.

Understanding

To determine if the workshops impacted participants' understanding, participants were polled on their level of agreement with statements regarding whether the workshops enhanced their understanding of future transportation needs and potential transportation improvements in Alameda County. According to the workshop evaluation responses provided in Table 14: Evaluation of Workshop Understanding, the workshops added to the majority of participants' knowledge and understanding of transportation needs and potential improvements.

Table 14: Evaluation of Workshop Understanding*

	Strongly or Somewhat Agree	Strongly or Somewhat Disagree	No Answer
I learned a lot about future transportation needs in Alameda County.	76%	16%	8%
I learned a lot about potential transportation improvements	71%	22%	6%

**Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.*

Accessibility

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

- Workshops were held in all four planning areas of the county.
- All meetings were accessible under the requirements of the Americans with Disabilities Act (ADA) and accessible by transit.
- Workshops were linguistically accessible to 100% of participants, with requests for translation due 3 working days in advance.
- For the San Leandro workshop, the project team was able to respond to accessibility requests that occurred at the workshop rather than in advance. The project team provided readers to assist visually impaired participants with the workshop exercise and to help confirm polling responses. In response to this meeting, accessible electronic polling devices and Braille workbooks were provided at the remaining workshops.

Reach

Overall reach targets were established for the entire CWTP process, and the current status of these efforts is listed below in Table 15: Reach Targets.

Table 15: Reach Targets

Reach Target	Overall Target Number Through November 2012	November 2011 Status
Comments in database	2,000	1,408
Individual participation	2,000	~2,200
Web page visits (unique CWTP-TEP page views)	500	2,713*
Online questionnaire responses	300	1,249

*Google Analytics, November 18, 2011. The number of page views peaked during October 2011.

As indicated in Table 16: Comparison of Responses Between Methods by Planning Area, residents from the North planning area were best represented in this phase of the planning process, although planning area representation was more even across the workshops than other methods. Outreach efforts were directed toward the southern and central portions of the county in an attempt to ensure representative participation since these areas were less responsive than anticipated during the spring 2011 outreach, but the response was limited.

Table 16: Comparison of Responses Between Methods by Planning Area

County Planning Area	Workshops*	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population**
North	36%	47%	51%	41%
Central	26%	18%	7%	24%
South	17%	17%	7%	22%
East	15%	1%	16%	14%
Other***	5%	18%	20%	n/a

*Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.

**2010 Census

***Unclear or not an Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County.

Diversity

Diversity goals were established to ensure participation representative of the countywide population and demographic distribution. Table 17: Ethnic Participation by Method identifies countywide ethnicity distribution and ethnic participation by method. During this phase of outreach, greater efforts were made to ensure broader participation from both Asian/Pacific Islander and Hispanic communities. To assist with this effort, the project team worked closely with Alameda CTC staff and advisory committee members to identify additional community-based organizations or events that would assist with soliciting and collecting input from community members that had not been engaged in this process during spring 2011.

Questionnaire data was reviewed and no significant difference in project and program support was found based on income or ethnicity.

Table 17: Ethnic Participation by Method

Ethnicity	Workshops	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
American Indian or Alaska Native	0%	2%	1%	0.4%
Asian or Pacific Islander	13%	18%	9%	33%
Black/African American	7%	7%	9%	12%
Spanish, Hispanic or Latino	7%	35%	6%	22%
White/Caucasian	67%	35%	76%	36%
Other**	6%	8%	3%	3%

*2009 American Community Survey

**In workshops, defined as “two or more”

Income Level

The household income levels for Alameda County are compared with the income level information provided by participants in both the outreach toolkit and the online questionnaire in Table 18: Income Level by Method. Income information was not collected at the workshops and is therefore not included below. The table indicates that the outreach toolkit was an effective tool for generating participation from participants with household incomes under \$50,000.

Table 18: Income Level by Method

Household Income Level	Workshops**	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
\$0-\$25,000	n/a	40%	9%	21%
\$25,000-\$50,000	n/a	19%	17%	23%
\$50,000-\$75,000	n/a	14%	17%	20%
\$75,000-\$100,000	n/a	10%	19%	14%
Over \$100,000	n/a	17%	38%	22%

*2010 Census

** Income information not collected at workshops

Title VI Compliance

For Title VI compliance, Alameda CTC made a number of specific efforts to reach broad representation from Alameda County residents and low-income/underrepresented populations in particular. To accomplish this, outreach toolkit coordinators followed up on recommendations made after spring 2011 outreach efforts to conduct targeted outreach for increased participation by underrepresented populations in fall 2011. However, stakeholder responses to phone calls and e-mails were limited, so alternative approaches were taken to reach either specific ethnicities or a diversity of participants. These opportunities included community events such as Dia de Los Muertos, PedalFest and the Cherryland Health Fair, as well as outreach toolkit sessions in English as a Second Language (ESL) classes, adult schools, community colleges and universities, many of which are diverse in terms of age, ethnicity and income. In order to target non-English speaking respondents, the outreach toolkit questionnaire was translated into Spanish, Chinese, Vietnamese and Farsi.



Next Steps

The next steps in the TEP planning process include:

- Staff will refine the Plan based on direction from the Steering Committee; and
- A complete draft will be presented to the Steering Committee on December 1st, the CAWG and TAWG on December 8th, and the full Alameda CTC Board during their retreat on December 16th.

Appendix A: CWTP-TEP Workshop Materials and Results

Workbook for Community Workshops



Alameda County Transportation Priorities

Community Workshop

6:30–8:30 pm

PURPOSE OF THE COMMUNITY WORKSHOP

This community workshop is intended to:

- Provide an overview of the purpose of the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP);
- Present and gather input on preliminary TEP project, program and financial information; and
- Engage participants in prioritizing transportation improvements.

Welcome to the Alameda County Transportation Priorities Community Workshop

WORKSHOP AGENDA

6:30 pm	Welcome
6:40 pm	Countywide Transportation Planning Overview
7:00 pm	Prioritizing Projects and Programs
7:30 pm	Developing a Package of Priority Projects
8:25 pm	Next Steps
8:30 pm	Close

WHO IS THE ALAMEDA CTC?

The Alameda County Transportation Commission (Alameda CTC) is a new agency that was formed in July 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit and BART.

ABOUT THE COUNTYWIDE TRANSPORTATION PLAN

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over the next 25 years.

- The CWTP is updated every four years and includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation), and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this Plan.
- For the first time, the Plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with State legislation.

ABOUT THE TRANSPORTATION EXPENDITURE PLAN

- The sales tax expenditure plan (currently known as Measure B) is a major source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The local measure funds far exceed state and federal funding amounts for our

transportation system. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.

- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit, and paratransit operations. Forty percent of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.
- A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed, and the economic downturn has reduced funding for many programs supported by Measure B, resulting in fewer funds to operate and maintain the County's transportation system.
- The Transportation Expenditure Plan (TEP) will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority to pass. The existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure.

PLAN DEVELOPMENT PROCESS

To develop the CWTP-TEP, Alameda CTC is working with a Steering Committee, Community Advisory Working Group and Technical Advisory Working Group.

The development of the CWTP began in October 2010, with a first round of community workshops held in February-March 2011. Input from those workshops was used to develop the draft CWTP. The final CWTP is expected to be approved in mid-2012. Currently, plans call for the TEP to appear on the November 2012 ballot.



CWTP-TEP VISION AND GOALS

Development of the Countywide Transportation Plan and Transportation Expenditure Plan is being guided by the following vision and goals:

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 (car, bus, rail, ferry, bike, pedestrian)*
- *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, transit, bicycle and pedestrian routes*
- *Reliable and efficient*
- *Cost effective*
- *Well maintained*
- *Safe*
- *Supportive of a healthy, clean environment*

ALAMEDA COUNTY TRANSPORTATION NEEDS

The first round of public involvement held in February-March 2011 identified a range of needs across many transportation categories that the CWTP and TEP could address:

- *Public transit:* support transit financial sustainability, create cost-effective solutions that sustain and enhance current systems with improved connectivity, and balance the need between operations and expansion
- *Transit funding:* increase transit funding to address the major transit operating deficits that have led to raised fares and service cuts
- *Accessible transportation:* provide enhanced public transit and paratransit services that are affordable; expand a safe pedestrian environment with improved connectivity
- *Bike and pedestrian:* remove physical barriers, close connectivity gaps, increase safety, and expand safe routes to schools
- *Highways and roads:* support maintenance and congestion relief
- *Goods movement:* provide relief of recurrent congestion and conflicts between freight needs and passenger vehicle needs
- *Transportation Systems Management:* provide funding for operational efficiencies such as 511, toll lanes, smart corridors and freeway towing services
- *Parking and Transportation Demand Management:* ensure effective use of existing resources and programs to encourage walking, biking and transit use

SELECTED MEASURE B ACCOMPLISHMENTS

The current transportation sales tax in Alameda County provides over \$100 million each year for operations, maintenance and construction, and is implemented with a strong local contracting program that uses local businesses to deliver projects and programs. Some examples of projects and programs funded by the current sales tax measure include:

- Daily ongoing operations of transit, streets and roads repairs, bicycle and pedestrian safety improvements, and mobility services for seniors and disabled
- BART to Warm Springs Extension
- I-238 widening
- San Leandro Slough Bridge and Alamo Canal bicycle and pedestrian trails
- Safe Routes to School Partnership
- I-580 Castro Valley interchange improvements
- San Pablo and Telegraph Avenue Rapid Transit
- I-580 and Route 84 improvements in East County
- I-880/SR-92 interchange improvement

CHOOSE YOUR TOP 20 PRIORITIES!

PLEASE READ THIS: The following pages list potential transportation programs and projects by category (Highways, Transit, and Bicycle and Pedestrian), with an estimated cost for each (in millions). **Please place a check mark next to the projects and programs that you would include in a package of improvements to be funded in the Transportation Expenditure Plan. PLEASE SELECT NO MORE THAN 20.** Programs are listed on this page. If you choose to select a program in your package, please indicate the amount of funding support (low, medium, high) in your choice. These figures represent approximate annual allocations based on current Measure B funding levels and need.

PROGRAMS	LOW	MED	HIGH
TRANSIT OPERATIONS - Would provide transit operators (bus, rail, ferry) with transit operating funds for maintaining, restoring and improving transit services in Alameda County, and a potential student transit pass program.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
LOCAL STREETS AND ROADS - Would provide funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops and traffic calming.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
MAJOR COMMUTE ROUTE IMPROVEMENTS - Major roadway, local bridge improvements and railroad grade separations on commute corridors throughout the county such as Dublin Blvd. in East County, Crow Canyon Rd. in Central County, Fremont and Union City Blvds. in South County, Powell St. and Port of Oakland access improvements in North County.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
SPECIALIZED TRANSPORTATION FOR SENIORS AND PERSONS WITH DISABILITIES - Would provide funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds would be provided to AC Transit and BART for services mandated by the Americans with Disabilities Act as well as to local programs aimed at improving mobility for seniors and persons with disabilities.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
BICYCLE AND PEDESTRIAN SAFETY - Would fund projects that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete our bicycle and pedestrian infrastructure systems. The program would support implementation of the Countywide Bicycle and Pedestrian Plans and would support Safe Routes to Schools.	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$15M
COMMUNITY BASED TRANSPORTATION PLANNING - Would support implementation of projects developed through the Community Based Transportation Planning processes in low income and at-risk communities as defined by the Metropolitan Transportation Commission.	<input type="checkbox"/> \$2.5M	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$7.5M
SUSTAINABLE TRANSPORTATION AND LAND USE CONNECTIONS - Would improve transportation linkages between housing, transit and employment centers. Expenditures could include: infrastructure serving priority development areas and transit oriented developments, infrastructure connecting residential and employment sites with existing mass transit, and strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.	<input type="checkbox"/> \$3M	<input type="checkbox"/> \$6M	<input type="checkbox"/> \$10M
FREIGHT AND ECONOMIC DEVELOPMENT - Would support development of innovative approaches to moving goods in a safe and healthy environment to support a robust economy. Expenditures could include: projects that enhance the safe transport of freight by truck or rail, projects that reduce conflicts between freight movement and other modes, and projects that mitigate environmental impacts on neighborhoods.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
TECHNOLOGY AND INNOVATION - Would support the use of new and emerging technologies to better manage the transportation system. Expenditures could include: new technology to improve efficiency of systems, better information dissemination, innovative strategies to increase utilization of non-auto modes, cleaner vehicle fleets, and environmental mitigation.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M

MY PRIORITIES SUBTOTAL

(final total not to exceed 20 checkmarks)

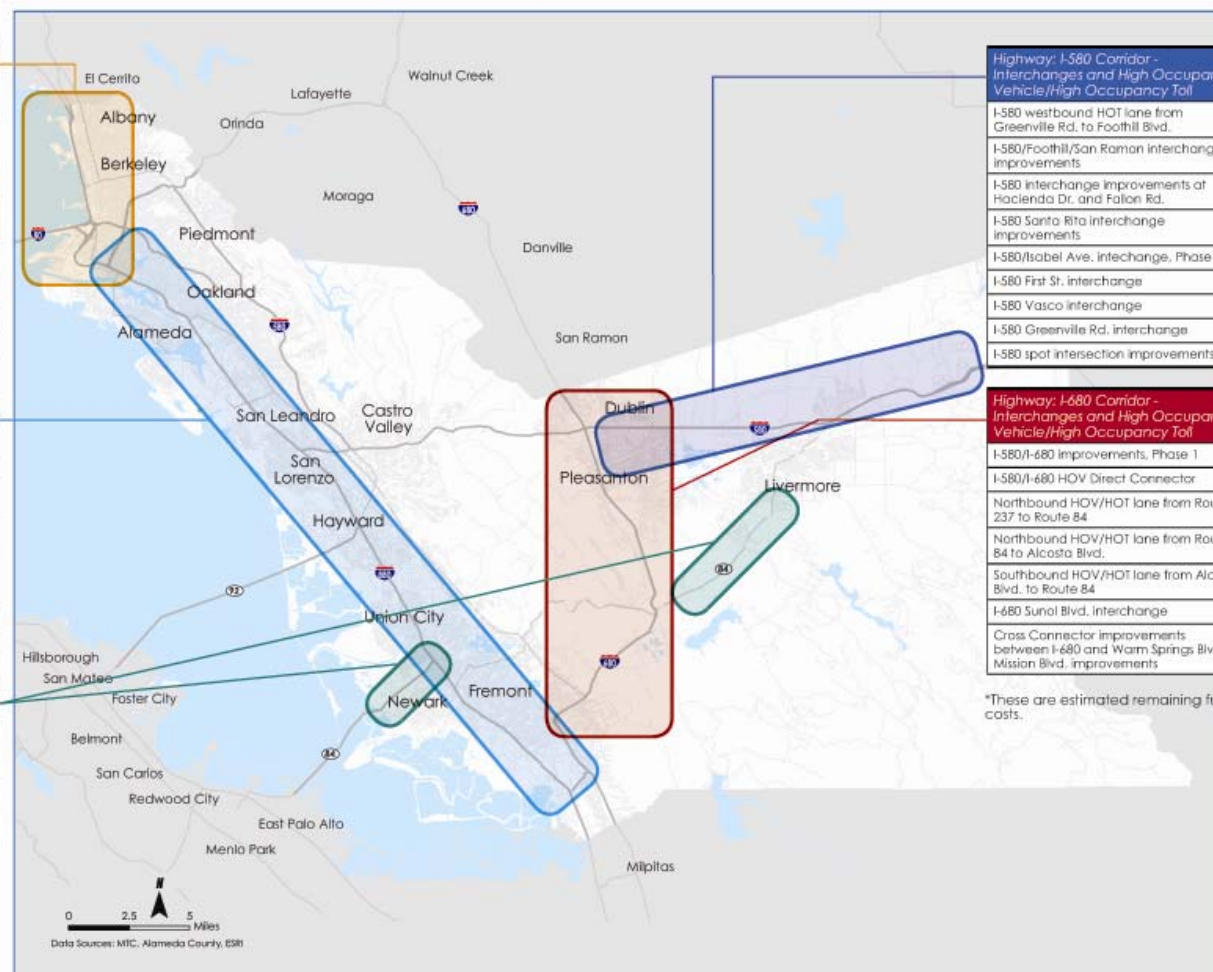
POTENTIAL HIGHWAY PROJECTS

Highway: I-80 Corridor	millions*	✓
I-80 Gilman St. interchange improvements	\$23.80	
I-80 Ashby Ave. interchange	\$51.90	
Reversible lanes on westbound San Francisco-Oakland Bay Bridge	\$610.50	

Highway: I-880 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-880 northbound HOV lane extension from Bay Bridge to Maritine	\$19.00	
I-880 Broadway/Jackson interchange	\$181.20	
I-880 at 23rd/29th Ave.	\$3.50	
I-880: 42nd/High St.	\$11.20	
Extend HOV/HOT lane north of Hacienda Dr. to Hegenberger Rd.	\$276.00	
Lewelling Blvd./Hesperian Blvd. intersection improvements	\$5.00	
I-880 West A St.	\$42.50	
I-880 Winton Ave.	\$25.00	
Route 92/Clawiter Road/Whitesell St. interchange	\$52.00	
I-880/Whipple Rd. interchange improvement	\$60.00	
East-West Connector project in North Fremont and Union City from I-880 to Mission Blvd.	\$83.30	
Auto Mall Parkway Cross Connector widening between I-680 and I-880	\$24.40	
Mission/I-880 interchange	\$78.00	

Highway: State Route 84 Corridor	millions*	✓
Route 84 westbound HOV on ramp from Newark Blvd.	\$12.80	
Route 84 Expressway widening (Pigeon Pass to Jack London)	\$10.00	
Route 84/Sunol improvements	\$8.30	
Route 84/I-680 interchange and Route 84 widening	\$244.00	

*These are estimated remaining funds needed, not total costs.



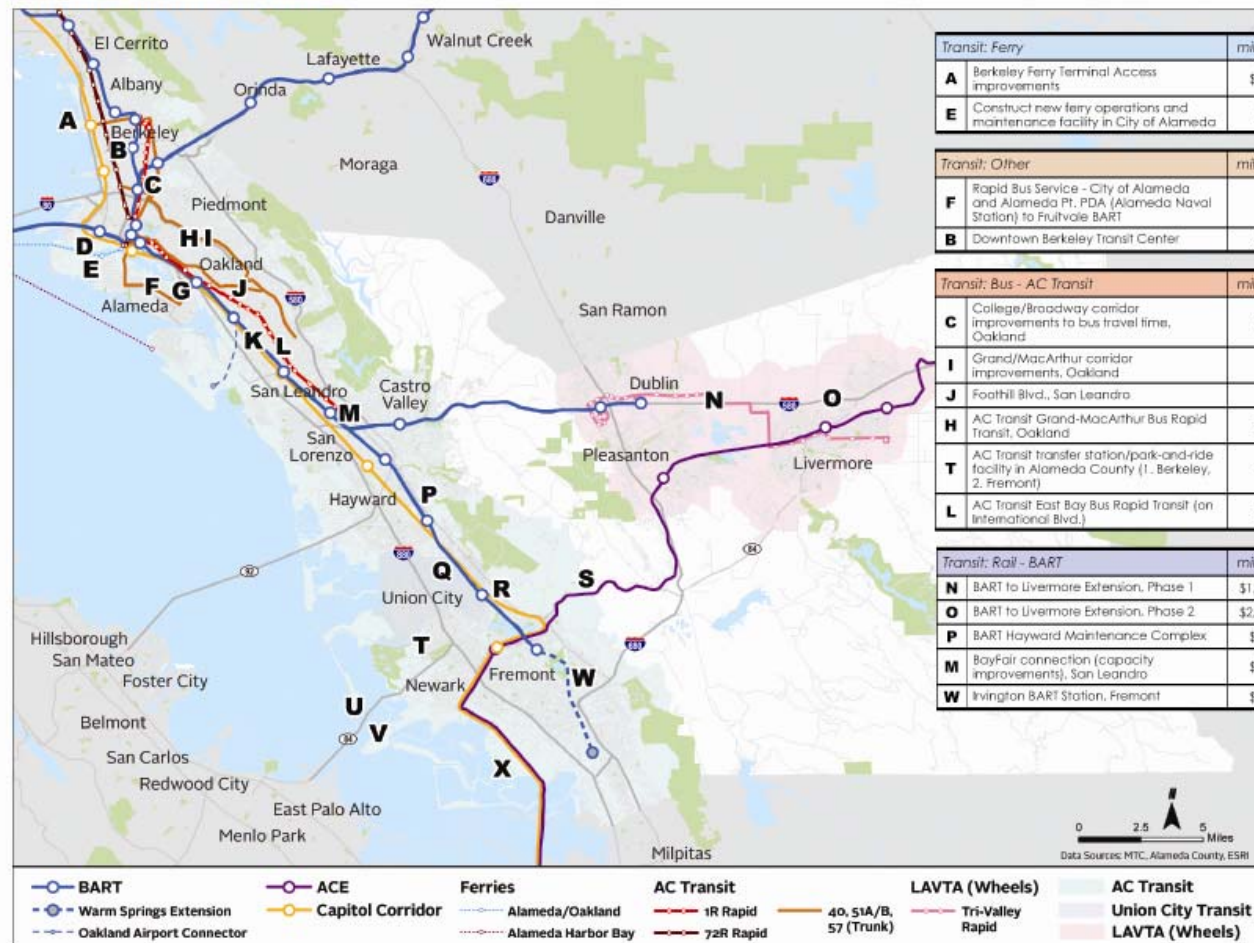
Highway: I-580 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580 westbound HOT lane from Greenville Rd. to Foothill Blvd.	\$12.10	
I-580/Foothill/San Ramon interchange improvements	\$1.10	
I-580 interchange improvements at Hacienda Dr. and Fallon Rd.	\$16.00	
I-580 Santa Rita interchange improvements	\$2.50	
I-580/Isabel Ave. interchange, Phase 2	\$5.00	
I-580 First St. interchange	\$5.00	
I-580 Vasco interchange	\$8.40	
I-580 Greenville Rd. interchange	\$9.00	
I-580 spot intersection improvements	\$60.00	

Highway: I-680 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580/I-680 improvements, Phase 1	\$528.00	
I-580/I-680 HOV Direct Connector	\$1,167.00	
Northbound HOV/HOT lane from Route 237 to Route 84	\$182.10	
Northbound HOV/HOT lane from Route 84 to Alcosta Blvd.	\$136.40	
Southbound HOV/HOT lane from Alcosta Blvd. to Route 84	\$136.40	
I-680 Sunol Blvd. interchange	\$1.20	
Cross Connector improvements between I-680 and Warm Springs Blvd./Mission Blvd. improvements	\$19.50	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL TRANSIT PROJECTS



Transit: Ferry		
	millions*	✓
A Berkeley Ferry Terminal Access improvements	\$106.00	
E Construct new ferry operations and maintenance facility in City of Alameda	\$37.00	

Transit: Other		
	millions*	✓
F Rapid Bus Service - City of Alameda and Alameda Pt. PDA (Alameda Naval Station) to Fruitvale BART	\$9.00	
B Downtown Berkeley Transit Center	\$26.80	

Transit: Bus - AC Transit		
	millions*	✓
C College/Broadway corridor improvements to bus travel time, Oakland	\$34.00	
I Grand/MacArthur corridor improvements, Oakland	\$3.60	
J Foothill Blvd., San Leandro	\$2.00	
H AC Transit Grand-MacArthur Bus Rapid Transit, Oakland	\$36.60	
T AC Transit transfer station/park-and-ride facility in Alameda County (1. Berkeley, 2. Fremont)	\$40.00	
L AC Transit East Bay Bus Rapid Transit (on International Blvd.)	\$37.90	

Transit: Rail - BART		
	millions*	✓
N BART to Livermore Extension, Phase 1	\$1,105.00	
O BART to Livermore Extension, Phase 2	\$2,927.00	
P BART Hayward Maintenance Complex	\$579.70	
M BayFair connection (capacity improvements), San Leandro	\$150.00	
W Irvington BART Station, Fremont	\$123.00	

Transit: Rail - Other		
	millions*	✓
Q Union City Passenger Rail Station & Dumbarton Rail Segment G improvement	\$73.30	
R Union City Intermodal Station infrastructure improvements	\$6.30	

S First phase Altamont Corridor Rail Project (right-of-way preservation & track improvements)	\$585.00	
G Fruitvale Ave. Lifeline Bridge Project (rail), City of Alameda	\$94.00	
D Martinez Subdivision, Port of Oakland	\$100.00	

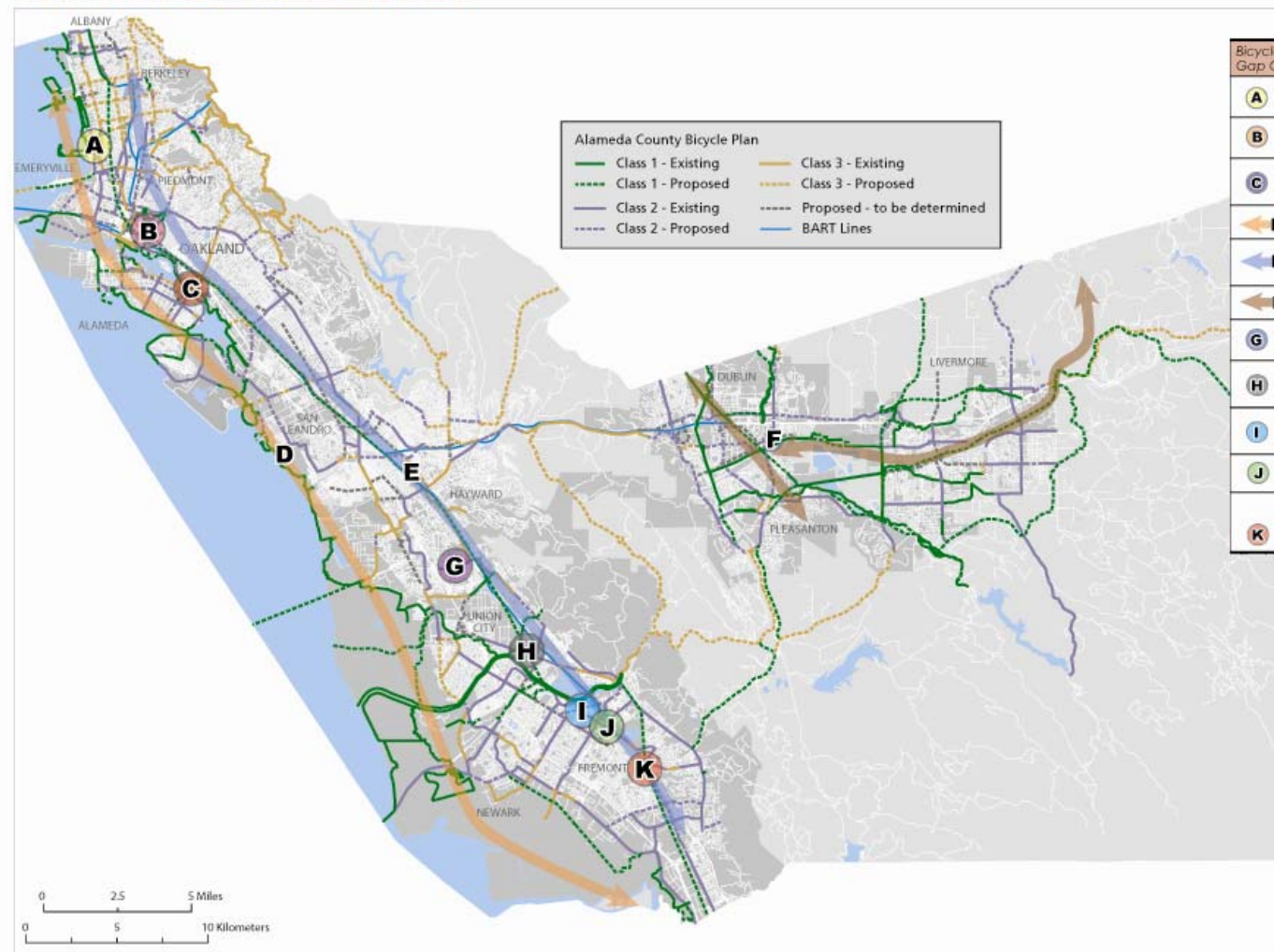
Transit: Rail - Capitol Corridor		
	millions*	✓
X Construct Altamont Commuter Express/ Capitol Corridor Station at Auto Mall Parkway, Fremont	\$15.00	
K Capitol Corridor service expansion (Oakland to San Jose)	\$494.70	

Transit: Rail - Dumbarton		
	millions*	✓
U Dumbarton Rail Corridor, Phase I connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$118.50	
V Dumbarton Rail Corridor, Phase II connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$457.10	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS



Bicycle/Pedestrian: Major Trails, Bridges and Gap Closures		millions*	✓
A	I-80 bike/pedestrian bridge (at 65th St.), Emeryville	\$21.70	
B	Bike/pedestrian bridge over Lake Merritt Channel, Oakland	\$32.00	
C	Fruitvale Ave. (Miller Sweeney) Lifeline Bridge project (bike/pedestrian elements), City of Alameda	\$40.80	
D	Bay Trail gap closures and access improvements within Alameda County	\$253.00	
E	East Bay Greenway gap closures and access improvements within Alameda County	\$235.00	
F	Iron Horse Trail gap closures and access improvements within Alameda County	\$53.00	
G	Tennyson Rd. pedestrian/bike bridge, Hayward	\$2.00	
H	Bike/pedestrian connector over Union Pacific railroad tracks to Jobs Center at Union City Intermodal Station, Union City	\$20.00	
I	Greenbelt Gateway on Grimmer Blvd., improve connection to Central Park, Fremont	\$8.70	
J	Pedestrian and bike access way from downtown Fremont to Fremont BART	\$0.50	
K	Construct bike/pedestrian grade separation on Blacow Rd. at Union Pacific railroad tracks, Irvington Priority Development Area, Fremont	\$5.90	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

MY PRIORITIES TOTAL
(not to exceed 20 checkmarks)

COMMISSIONERS

Chair: Mayor Mark Green, City of Union City*

Vice Chair: Supervisor Scott Haggerty, Alameda County, District 1*

Supervisor Nadia Lockyer, Alameda County, District 2

Supervisor Wilma Chan, Alameda County, District 3

Supervisor Nate Miley, Alameda County, District 4*

Supervisor Keith Carson, Alameda County, District 5

Vice Mayor Rob Bonta, City of Alameda

Mayor Farid Javandel, City of Albany

Councilmember Laurie Capitelli, City of Berkeley

Mayor Tim Sbranti, City of Dublin

Councilmember Ruth Atkin, City of Emeryville*

Vice Mayor Suzanne Chan, City of Fremont*

Councilmember Olden Henson, City of Hayward*

Mayor Marshall Kamena, City of Livermore*

Councilmember Luis Freitas, City of Newark

Councilmember Larry Reid, City of Oakland*

Councilmember Rebecca Kaplan, City of Oakland*

Vice Mayor John Chiang, City of Piedmont

Mayor Jennifer Hosterman, City of Pleasanton*

Councilmember Joyce Starosciak, City of San Leandro*

Director Greg Harper, AC Transit*

Director Tom Blalock, BART*

**Denotes member of CWTP Steering Committee. Councilmember Kriss Worthington of Berkeley is also a member of the Steering Committee, serving as the vice-chair.*

STAFF

Arthur L. Dao, Executive Director

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

Beth Walukas, Deputy Director of Planning

For a list of Community and Technical Advisory Working Group members, visit the Alameda CTC website Planning Page.

ALAMEDA COUNTY MAJOR TRANSPORTATION PLANNING

Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).

Project Schedule



October 2010
CWTP update began



December 2011
Draft CWTP and TEP available for public review and comment



June 2012
Final CWTP and TEP approval anticipated



November 2012
Earliest potential date for TEP on ballot

Get involved!

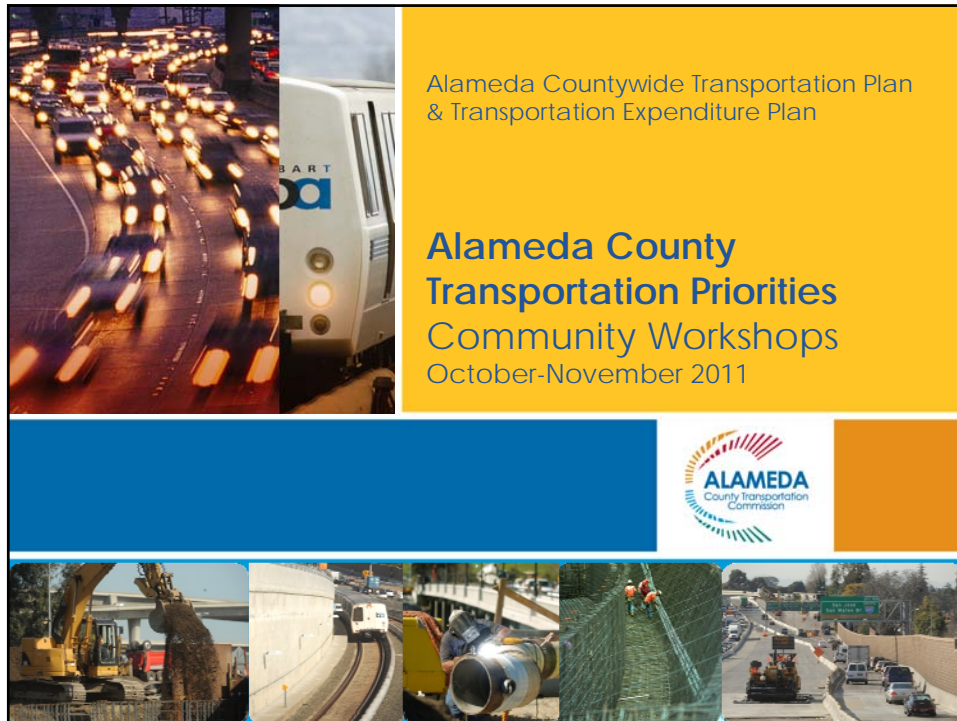
We want to hear from you! The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending workshops. Please encourage everyone you know in Alameda County to participate.

Meeting information and materials are available at www.alamedactc.org/cwtp_tep. Click on the "Meetings Calendar" button to confirm meeting dates and times.

1333 Broadway, Suites 220 & 300 • Oakland, CA 94612 • (510) 208-7400 • www.AlamedaCTC.org



PowerPoint Presentation for Community Workshops



Presentation Overview

- Major Planning Efforts:
 - *The Countywide Transportation Plan (CWTP)*
 - *The Transportation Expenditure Plan (TEP)*
- How Measure B Has Measured Up
- Alameda County Transportation Needs
- Setting Priorities
- Opportunities to Participate

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Alameda Countywide Transportation Plan (CWTP) 2012

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



Alameda Countywide Transportation Plan & Transportation Expenditure Plan

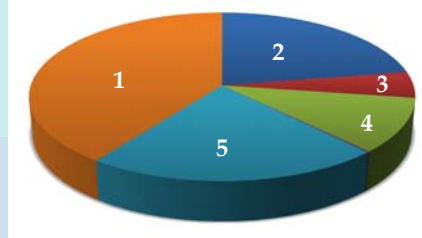


Alameda County Transportation Expenditure Plan (TEP) 2012

- Current "Measure B" (½ cent sales tax)
 - Passed by voters 1986
 - Reauthorized 2000 (with 81.5% support)
 - Valid 2002-2022
- Revenue Split:
 - 60% Programs
 - 40% Capital Projects

The TEP is a major funding stream in Alameda County.

Current Measure B Funding Split



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

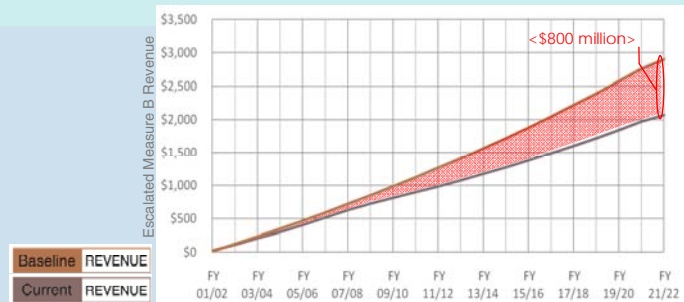
Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Measure B Shortfall

Measure B Revenue Forecasts:

- Original.....\$2.9 billion
- Current.....\$2.1 billion
- Projected Gap...\$800 million



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- I-680 Express Lane
- BART Warm Springs Extension

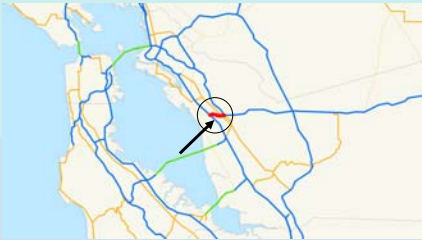


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Visible Results of Past Plans

- I-238 Widening Project



- San Leandro Slough Bridge



Source: East Bay Bicycle Coalition

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Visible Results of Past Plans

- LAVTA Tri-Valley Rapid



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

- Safe Routes to School Partnership



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The Planning Process to Date

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Planning in a New Context

New Legislative Environment

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

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Planning in a New Context

- Updated Regional Plan Framework to include:
 - *First Sustainable Communities Strategy*
 - *New performance measures*



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Planning Process

- **Steering Committee**
 - *Members of the Alameda CTC Board*
- **Technical Advisory Working Group (TAWG)**
 - *Members of public agencies*
- **Community Advisory Working Group (CAWG)**
 - *Members of the public*



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Outreach Process

- **Spring 2011 Public Outreach**
 - *Five workshops conducted*
 - *Website survey*
 - *Outreach Kits conducted with 50 groups*
- **March 2011 Telephone Poll**
- **October 2011 Telephone Poll**



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



1. Tell us if you participated in any of the following public participation activities

- | | |
|----|--|
| 0% | A. Community Workshop |
| 0% | B. Website Survey |
| 0% | C. Community Outreach Kit |
| 0% | D. Attended a Steering Committee Meeting |
| 0% | E. Attended a TAWG or CAWG Meeting |
| 0% | F. Participated in Telephone Poll about CWTP and TEP |
| 0% | G. Participated in more than one of the above |
| 0% | H. Participated in more than two of the above |
| 0% | I. Did not participate |

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Maintenance**
 - *Maintain the existing transportation system – local streets and roads, highways and public transit*
- **Access**
 - *Provide convenient access to school, work, shopping, community centers for all users*
- **Equity**
 - *Provide the greatest benefit to the most people, especially those with the greatest need*

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Safety**
 - *Increase safety of local roads and transit facilities*
- **Connectivity**
 - *Increase connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks*
 - *Support transit systems that connect people to community facilities and amenities*
- **Coordination**
 - *Increase coordination and cooperation across government agencies*

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Highways and Roads

- Maintain existing infrastructure
- Improve interchange and intersection safety
- Improve capacity of local streets and roads for circulation
- Increase connectivity
- Improve quality of local roads to increase safety



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Bicycle and Pedestrian

- Increase safety and signage
- Enhance bike trail connectivity and add bike lanes
- Improve and maintain existing bicycle and pedestrian infrastructure
- Provide additional bike storage and parking at community facilities and job centers
- Improve bicycle and pedestrian crossings at major roads



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Accessible Transportation

- Maintain existing paratransit programs for elderly and disabled riders
- Increase local shuttles and connections to community facilities



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Goods Movement and Freight

- Provide for the quick and efficient movement of trucks; address health impacts of truck traffic and idling
- Support rail projects (even those outside the county) that facilitate goods movement into and out of the county



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Parking and Transportation Demand Management

- Expand employer based incentives for alternatives to driving
- Expand congestion pricing
- Promote car sharing



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Transportation System Management

- Improve ramp metering
- Improve signal timing/synchronization
- Develop intelligent/adaptive intersections



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Transportation and Land Use Program

- Encourage Transit-Oriented Development (TOD)
- Fund planning and outreach efforts to build support for coordinated transportation and land use



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Developing a New Transportation Expenditure Plan (TEP)

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Developing a New TEP: Why Now?

- Over 90% of the projects from the 1986 and 2000 Expenditure Plans are completed or underway!
- State and federal revenues are not increasing in the foreseeable future and are very volatile!
- Our transportation demands are growing!
- Local transportation dollars are the largest source of funding and the most reliable!
- Transportation funding creates jobs! Alameda CTC has a local preference program for Alameda County businesses!

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Developing a New TEP: How?

- Input from the spring Workshops helped create a list of potential projects
- Tonight these projects and programs are presented in your workbook
- Choose the **20 projects and programs** of highest priority to you
- Place your dots next to those priorities
- Develop a group "package" of projects for inclusion in the draft TEP

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Creating the Transportation Expenditure Plan

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Tell us about you ...

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2. What best describes your gender?

- 0% 1. Female
- 0% 2. Male

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3. What is your age group?

- 0% 1. Under 21
- 0% 2. 21-29
- 0% 3. 30-39
- 0% 4. 40-49
- 0% 5. 50-59
- 0% 6. 60+

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4. What city do you live in or are closest to?

- 0% 1. Albany or Berkeley
- 0% 2. Emeryville or Piedmont
- 0% 3. Oakland or Alameda
- 0% 4. San Leandro or Hayward
- 0% 5. Ashland or Castro Valley
- 0% 6. Fremont, Union City or Newark
- 0% 7. Dublin, Pleasanton or Livermore
- 0% 8. Sunol
- 0% 9. Do not live in Alameda County

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5. How do you describe yourself?

- 0% 1. American Indian or Alaska Native
- 0% 2. Asian or Pacific Islander
- 0% 3. Black/African American
- 0% 4. Spanish, Hispanic or Latino
- 0% 5. White/Caucasian
- 0% 6. Two or more ethnicities

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6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?

0%	1. Very Likely
0%	2. Somewhat Likely
0%	3. Somewhat Unlikely
0%	4. Very Unlikely
0%	5. Don't Know

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Workbook and Dot Voting Exercises

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How will we pay for these projects?

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7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?

33% 1. Bond measure for capital projects

33% 2. Parcel tax

33% 3. Private development fees

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Present results

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8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

- | | |
|----|----------------------|
| 0% | 1. Very Likely |
| 0% | 2. Somewhat Likely |
| 0% | 3. Somewhat Unlikely |
| 0% | 4. Very Unlikely |
| 0% | 5. Don't Know |

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Next Steps

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Outreach Process

- **Fall 2011 Public Outreach**
 - *Five workshops*
 - *Website survey:*
www.alamedactc.org
 - *Outreach Kits*
- **October 2011 Telephone Poll**

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Tell us what you think...

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



9. I learned a lot about future transportation needs in Alameda County.

- | | |
|----|----------------------|
| 0% | 1. Strongly Agree |
| 0% | 2. Somewhat Agree |
| 0% | 3. Somewhat Disagree |
| 0% | 4. Strongly Disagree |
| 0% | 5. No Answer |

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



10. I learned a lot about potential transportation improvements.

0%	1. Strongly Agree
0%	2. Somewhat Agree
0%	3. Somewhat Disagree
0%	4. Strongly Disagree
0%	5. No Answer

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Berkeley, October 18, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	1	6.3%
Website Survey	4	25.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	0	0.0%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	12.5%
Participated in more than two of the above	2	12.5%
Did not participate	7	43.8%
Totals	16	100.0%

2. What best describes your gender?	Responses	
Female	4	26.7%
Male	11	73.3%
Totals	15	100.0%

3. What is your age group?	Responses	
Under 21	2	13.3%
21-29	2	13.3%
30-39	3	20.0%
40-49	4	26.7%
50-59	2	13.3%
60+	2	13.3%
Totals	15	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	8	53.3%
Emeryville or Piedmont	2	13.3%
Oakland or Alameda	4	26.7%
San Leandro or Hayward	1	6.7%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	0	0.0%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	0	0.0%
Totals	15	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Berkeley, October 18, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	26.7%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	1	6.7%
White/Caucasian	10	66.7%
Two or more ethnicities	0	0.0%
Totals	15	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	60.0%
Somewhat Likely	3	20.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	3	20.0%
Totals	15	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	0	0.0%
Parcel tax	0	0.0%
Private development fees	1	7.1%
Tax on imports	1	7.1%
Tax commercial parking lots	3	21.4%
New vehicle sales tax	2	14.3%
Regional gas tax	5	35.7%
Congestion pricing	0	0.0%
Index gas tax to inflation	1	7.1%
Vehicle use fee	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Berkeley, October 18, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	56.3%
Somewhat Likely	4	25.0%
Somewhat Unlikely	1	6.3%
Very Unlikely	0	0.0%
Don't Know	2	12.5%
Totals	16	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	4	28.6%
Somewhat Agree	5	35.7%
Somewhat Disagree	3	21.4%
Strongly Disagree	0	0.0%
No Answer	2	14.3%
Totals	14	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	6	42.9%
Somewhat Agree	6	42.9%
Somewhat Disagree	0	0.0%
Strongly Disagree	1	7.1%
No Answer	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	5	15.2%
Website Survey	4	12.1%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	3.0%
Attended a TAWG or CAWG Meeting	3	9.1%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	6.1%
Participated in more than two of the above	7	21.2%
Did not participate	11	33.3%
Totals	33	100.0%

2. What best describes your gender?	Responses	
Female	16	45.7%
Male	19	54.3%
Totals	35	100.0%

3. What is your age group?	Responses	
Under 21	1	2.9%
21-29	0	0.0%
30-39	5	14.3%
40-49	6	17.1%
50-59	8	22.9%
60+	15	42.9%
Totals	35	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	1	2.9%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	6	17.1%
San Leandro or Hayward	13	37.1%
Ashland or Castro Valley	9	25.7%
Fremont, Union City or Newark	3	8.6%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	3	8.6%
Totals	35	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	1	3.0%
Black/African American	5	15.2%
Spanish, Hispanic or Latino	4	12.1%
White/Caucasian	19	57.6%
Two or more ethnicities	4	12.1%
Totals	33	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	17	50.0%
Somewhat Likely	7	20.6%
Somewhat Unlikely	1	2.9%
Very Unlikely	5	14.7%
Don't Know	4	11.8%
Totals	34	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	1	50.0%
Parcel tax	0	0.0%
Private development fees	1	50.0%
Totals	2	100.0%

8. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	2	7.7%
Parcel tax	1	3.9%
Private development fees	1	3.9%
Increase gas tax	15	57.7%
Parking pricing	3	11.5%
Congestion pricing	4	15.4%
Totals	26	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

9. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	18	62.1%
Somewhat Likely	3	10.3%
Somewhat Unlikely	1	3.5%
Very Unlikely	5	17.2%
Don't Know	2	6.9%
Totals	29	100.0%

10. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	7	29.2%
Somewhat Agree	12	50.0%
Somewhat Disagree	2	8.3%
Strongly Disagree	3	12.5%
No Answer	0	0.0%
Totals	24	100.0%

11. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	8	38.1%
Somewhat Agree	7	33.3%
Somewhat Disagree	3	14.3%
Strongly Disagree	3	14.3%
No Answer	0	0.0%
Totals	21	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Oakland, October 24, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	0	0.0%
Website Survey	2	16.7%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	2	16.7%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	0	0.0%
Participated in more than two of the above	7	58.3%
Did not participate	1	8.3%
Totals	12	100.0%

2. What best describes your gender?	Responses	
Female	8	72.7%
Male	3	27.3%
Totals	11	100.0%

3. What is your age group?	Responses	
Under 21	1	7.7%
21-29	1	7.7%
30-39	1	7.7%
40-49	4	30.8%
50-59	4	30.8%
60+	2	15.4%
Totals	13	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	2	16.7%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	8	66.7%
San Leandro or Hayward	0	0.0%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	1	8.3%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	1	8.3%
Totals	12	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Oakland, October 24, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	3	23.1%
Black/African American	1	7.7%
Spanish, Hispanic or Latino	0	0.0%
White/Caucasian	8	61.5%
Two or more ethnicities	1	7.7%
Totals	13	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	53.9%
Somewhat Likely	5	38.5%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	1	7.7%
Totals	13	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	1	9.1%
Parcel tax	0	0.0%
Private development fees	1	9.1%
Gas tax	8	72.7%
Vehicle Registration Fee	1	9.1%
Indirect source rule	0	0.0%
Parking fees (flexible use strategy)	0	0.0%
Public/Private partnership (Eco-Pass)	0	0.0%
More Express Lanes	0	0.0%
Totals	11	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Oakland, October 24, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	70.0%
Somewhat Likely	0	0.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	1	10.0%
Don't Know	2	20.0%
Totals	10	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	33.3%
Somewhat Agree	5	55.6%
Somewhat Disagree	0	0.0%
Strongly Disagree	0	0.0%
No Answer	1	11.1%
Totals	9	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	10.0%
Somewhat Agree	4	40.0%
Somewhat Disagree	3	30.0%
Strongly Disagree	1	10.0%
No Answer	1	10.0%
Totals	10	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Union City, October 27, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	3	17.7%
Website Survey	0	0.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	5.9%
Attended a TAWG or CAWG Meeting	1	5.9%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	3	17.7%
Participated in more than two of the above	5	29.4%
Did not participate	4	23.5%
Totals	17	100.0%

2. What best describes your gender?	Responses	
Female	10	62.5%
Male	6	37.5%
Totals	16	100.0%

3. What is your age group?	Responses	
Under 21	0	0.0%
21-29	0	0.0%
30-39	1	5.9%
40-49	6	35.3%
50-59	5	29.4%
60+	5	29.4%
Totals	17	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	0	0.0%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	1	5.9%
San Leandro or Hayward	1	5.9%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	13	76.5%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	2	11.8%
Totals	17	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Union City, October 27, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	25.0%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	2	12.5%
White/Caucasian	9	56.3%
Two or more ethnicities	1	6.3%
Totals	16	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	8	50.0%
Somewhat Likely	4	25.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	4	25.0%
Totals	16	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	4	23.5%
Parcel tax	3	17.7%
Private development fees	0	0.0%
Private funding of toll roads	0	0.0%
Congestion Pricing	0	0.0%
Pay-by-mile	4	23.5%
Gas tax	2	11.8%
Traffic Impact Fee	4	23.5%
Charging Station Fee	0	0.0%
Vehicle License Fee	0	0.0%
Totals	17	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Union City, October 27, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	10	52.6%
Somewhat Likely	1	5.3%
Somewhat Unlikely	0	0.0%
Very Unlikely	5	26.3%
Don't Know	3	15.8%
Totals	19	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	18.8%
Somewhat Agree	9	56.3%
Somewhat Disagree	1	6.3%
Strongly Disagree	1	6.3%
No Answer	2	12.5%
Totals	16	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	5.6%
Somewhat Agree	12	66.7%
Somewhat Disagree	2	11.1%
Strongly Disagree	1	5.6%
No Answer	2	11.1%
Totals	18	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Dublin, November 2, 2011

Due to a computer drive failure, full electronic polling results for the Dublin workshop are not available. However, Dublin workshop participants made the following suggestions of non-sales tax solutions for addressing Alameda County's future transportation needs:

- Gateway toll at Altamont
- Private developer fees
- Raise Vehicle Registration Fee limit
- HOT lane fees
- Parking fees at BART – Grant Line Road
- Federal gas tax
- More advertising dollars



Alameda County Transportation Priorities Workshop Comment Form

1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

_____ YES

_____ NO

_____ DON'T KNOW

Please explain:

2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

3. Other comments:

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Appendix B: CWTP-TEP Questionnaire and Results



Participant Questionnaire

The Alameda County Transportation Commission (Alameda CTC) recently prepared a draft Countywide Transportation Plan (CWTP) that identifies current and future transportation needs. With community input, it is also developing a Transportation Expenditure Plan (TEP). The TEP would contain a package of transportation improvements around the county to be funded by an extension and possible increase of the current sales tax dedicated for this purpose. Your answers will help set priorities for the projects included in the TEP.

PLEASE TELL US ABOUT YOURSELF

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

2. What mode of travel do you use the most? (Please select only one.)

☐

Walk

☐

Carpool

☐

Bicycle

☐

BART

☐

Take bus or shuttle

☐

Other:

☐

Drive alone

3. Did you participate in previous outreach efforts for the CTWP in February-March? Choose all that apply:

☐

Attended a large public workshop

☐

Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member

☐

Completed a printed survey

☐

Responded to a web survey

☐

Did not participate or don't know

TRANSPORTATION IMPROVEMENTS

For each of the transportation improvement statements (in bold text) below, and the sample projects shown below, please indicate your level of support by circling either one number or "no opinion" as follows:

1 = low 2 3 4 5 = high or no opinion

Here are the statements with some sample projects for each:

Low

High

4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1	2	3	4	5	no opinion
Restore transit service that was previously cut	1	2	3	4	5	no opinion
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1	2	3	4	5	no opinion
Create and expand express and rapid bus services	1	2	3	4	5	no opinion
Extend BART to Livermore	1	2	3	4	5	no opinion
Provide commuter trains over the Dumbarton Bridge	1	2	3	4	5	no opinion
5. Maintain and improve the County's aging highway system	1	2	3	4	5	no opinion
Provide carpool lanes on I-80, I-880, and I-680	1	2	3	4	5	no opinion
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	1	2	3	4	5	no opinion

	Low			High		
6. Maintain and improve local roads and streets	1	2	3	4	5	no opinion
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	1	2	3	4	5	no opinion
Fix potholes on local roads	1	2	3	4	5	no opinion
7. Complete major bike and pedestrian routes and improve safety	1	2	3	4	5	no opinion
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	1	2	3	4	5	no opinion
Improve pedestrian safety	1	2	3	4	5	no opinion
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	1	2	3	4	5	no opinion
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	1	2	3	4	5	no opinion
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	1	2	3	4	5	no opinion
9. Provide specialized transit services for seniors and persons with disabilities	1	2	3	4	5	no opinion
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	1	2	3	4	5	no opinion
11. Fund transit oriented development projects (TOD)	1	2	3	4	5	no opinion
12. Fund transit passes for students in middle and high school	1	2	3	4	5	no opinion

13. TO FUND THESE TRANSPORTATION IMPROVEMENTS WOULD YOU VOTE TO:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	yes	no	don't know
---	-----	----	------------

OPTIONAL QUESTIONS

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

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

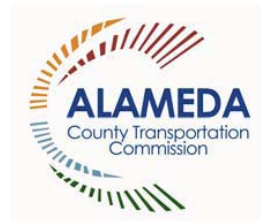
- ☐ American Indian or Alaska Native
 ☐ White/Caucasian
☐ Asian or Pacific Islander
 ☐ Other: _____
☐ Black/African American
☐ Spanish, Hispanic or Latino

15. What is your household income level? (select one)

- ☐ \$0-\$25,000
☐ \$26,000-\$50,000
☐ \$51,000-\$75,000
☐ \$76,000-\$100,000
☐ Over \$100,000

Thank you for your participation!

Participant Questionnaire - Spanish



Cuestionario

La Comisión de Transporte del Condado de Alameda (Alameda County Transportation Commission o CTC) recientemente preparó un borrador del Plan de transporte de todo el Condado de Alameda (Countywide Transportation Plan o CWTP) que identifica las necesidades de transportación actuales y a futuro. Con aportaciones de la comunidad, también está desarrollando un Plan de gastos de transportación (Transportation Expenditure Plan o TEP). El TEP tendría un paquete de mejoras a la transportación alrededor del Condado que serían financiados por una extensión y un posible incremento a los impuestos de venta dedicados a este propósito. Sus respuestas nos ayudarán a identificar las prioridades de los proyectos incluidos en el TEP.

INFORMACIÓN SOBRE USTED

1. ¿En qué ciudad o área del condado vive? _____

2. ¿Cuál es el medio de transporte que más utiliza? (marque solo una opción)

☐ Caminar

☐ Auto compartido (*carpool*)

☐ Bicicleta

☐ BART

☐ Autobús o servicio de transporte (*shuttle*)

☐ Otro:

☐ Manejo solo(a) _____

3. ¿Participo en los previos llamados a la comunidad para el CWTP en febrero – marzo? Escoja los que aplican:

☐ Asistí a un grande taller público

☐ Asistí a un taller similar a este, organizado por el comité CTC o el personal de Alameda CTC

☐ Llené un cuestionario impreso

☐ Respondí a un cuestionario en la Web

☐ No participé o no sé

MEJORAS DE TRANSPORTACIÓN

Por favor indique el nivel de apoyo para cada una de las mejoras de transportación (en texto negrita), y los proyectos muestra, a continuación. Circule 1 = bajo 2 3 4 5 = alto o "sin opinión"

Aquí están las declaraciones con proyectos muestra para cada uno:

4. Mantener y mejorar el transporte público (autobús, tren, transbordador) en todo el condado

Bajo Alto
1 2 3 4 5 Sin opinión

Restablecer el servicio de transporte que se ha cortado

1 2 3 4 5 Sin opinión

Asegurar que el transporte público continúe siendo asequible y accesible para aquellos que lo necesitan, incluyendo a las personas mayores, los jóvenes y personas con discapacidades

1 2 3 4 5 Sin opinión

Crear y aumentar los servicios de autobús directos y rápidos

1 2 3 4 5 Sin opinión

Extender el tren de BART hasta Livermore

1 2 3 4 5 Sin opinión

Proveer trenes de commuters en el puente Dumbarton

1 2 3 4 5 Sin opinión

5. Mantener y mejorar el sistema de carreteras envejeciendo del condado

1 2 3 4 5 Sin opinión

Proveer carriles de carpool en las carreteras I-80, I-880, y I-680

1 2 3 4 5 Sin opinión

Mejorar las rampas de entrada y salida de las carreteras I-80, I-880, I-580, I-680, y SR 84

1 2 3 4 5 Sin opinión

	Bajo			Alto			
6. Mantener y mejorar las calles y caminos locales	1	2	3	4	5		Sin opinión
Financiar mejoras en calles principales y rutas del commuter como: Ashby Ave. en Berkeley, Broadway en Oakland, Mission Blvd. en Hayward, Union City y Fremont, y Stanley Blvd. en Pleasanton	1	2	3	4	5		Sin opinión
Reparar baches y nivelar el pavimento existente en las calles	1	2	3	4	5		Sin opinión
7. Completar ciclo vías y rutas peatonales principales; más seguridad	1	2	3	4	5		Sin opinión
Completar los caminos en el East Bay incluyendo el Bay Trail, Iron Horse Trail y East Bay Greenway	1	2	3	4	5		Sin opinión
Mejorar la seguridad peatonal	1	2	3	4	5		Sin opinión
8. Tratar la congestión, seguridad y contaminación relacionados con los camiones de carga y el movimiento de bienes del puerto de Oakland	1	2	3	4	5		Sin opinión
Hacer más fácil y seguro el acceso de camiones al puerto de Oakland sin crear tráfico y congestión	1	2	3	4	5		Sin opinión
Reducir contaminación y congestión de tráfico causado por los camiones que llevan bienes en nuestras calles y caminos	1	2	3	4	5		Sin opinión
9. Proveer servicios especializados de tránsito para las personas mayores y con discapacidades	1	2	3	4	5		Sin opinión
10. Financiar proyectos de tecnología, tales como colecta de tarifas de alta ocupación (High Occupancy Toll o HOT)/carril "express", sincronización de semáforos	1	2	3	4	5		Sin opinión
11. Financiar proyectos orientados al desarrollo centrado en la transportación (TOD)	1	2	3	4	5		Sin opinión
12. Financiar abonos de tránsito para estudiantes de secundaria	1	2	3	4	5		Sin opinión

13. PARA FINANCIAR ESTAS MEJORAS EN LA TRANSPORTACIÓN USTED VOTARÍA PARA:

¿Aumentar impuestos de venta de transportación por no más de medio centavo y extenderlo más allá del 2022 para implementar prioridades?

sí no no sé

PREGUNTAS OPCIONALES

Alameda es un condado muy diverso -- geográficamente, étnicamente y económicamente. Sus respuestas a las siguientes preguntas nos ayudaran a asegurar que estamos recibiendo representación amplia en la participación.

14. ¿Cual es su identificación racial o étnica? (Escoja uno o más)

☐ Indio americano o Nativo de Alaska

☐ Blanco/Caucasico

☐ Asiático o de las islas del Pacífico

☐ Otro:

☐ Negro/Afro Americano

☐ Español, Hispano o Latino

15. ¿Cual es su nivel de ingreso familiar? (Escoja uno)

☐ \$0-\$25,000

☐ \$25,000-\$50,000

☐ \$50,000-\$75,000

☐ \$75,000-\$100,000

☐ Más de \$100,000

¡Gracias por su participación!

Participant Questionnaire - Chinese



參與者問卷調查

阿拉美達縣交通委員會 (Alameda CTC) 最近起草了一份全縣交通改善計劃 (CWTP)，以確定目前和未來的交通需求。同時並採納社區意見，擬定交通運輸開支計劃 (TEP)。計劃將涵蓋一系列的交通改善問題，並探討本縣是否應延長及或提高目前專為此目的而徵收之營業稅來獲得經費。您的回答將有助於確定 TEP 所含專案的優先事項。

請告訴我們關於您自己

1. 您居住在本縣的哪個城市或地區？ _____

2. 您最常使用哪種交通方式？（選擇一項。）

- | | |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 步行 | <input type="checkbox"/> 與人共乘 |
| <input type="checkbox"/> 騎自行車 | <input type="checkbox"/> BART 捷運 |
| <input type="checkbox"/> 搭巴士或接駁車 | <input type="checkbox"/> 其他： |
| <input type="checkbox"/> 獨自一人開車 | _____ |

3. 您是否曾參與原先在二月份至三月份舉辦的 CTWP 相關活動？選擇所有適用項目：

- ☐ 參加了大型公共研討會
- ☐ 出席了由阿拉美達縣 CTC 委員會或工作人員主辦的類似研討會
- ☐ 完成了書面調查
- ☐ 回答了網路調查
- ☐ 沒有參與或者不知道

交通改善

對於以下有關交通改善的每項陳述（粗體字）以及如下所示的範例專案，請圈選一個數字或「無意見」以說明您的支持度：

1 = 低 2 3 4 5 = 高 或無意見

以下陳述分別列舉某些範例專案：

	低					高
4. 維護並改善全縣大眾運輸系統（巴士、列車、渡輪）	1	2	3	4	5	無意見
恢復先前被刪減的大眾運輸系統服務	1	2	3	4	5	無意見
確保公共運輸對那些需要的人來說，包括老年人、青少年和殘障人士在內，繼續維持實惠和便利的好處	1	2	3	4	5	無意見
設立並擴增直達巴士服務	1	2	3	4	5	無意見
將 BART 捷運延伸至 Livermore	1	2	3	4	5	無意見
提供跨越 Dumbarton Bridge 的通勤列車	1	2	3	4	5	無意見
5. 維護並改善縣內老舊的公路體系	1	2	3	4	5	無意見
在 I-80、I-880 和 I-680 號高速公路上擴增汽車共乘車道	1	2	3	4	5	無意見
整修 I-80、I-880、I-580、I-680 號高速公路和 84 號州道上的出入口匝道	1	2	3	4	5	無意見

	低			高			
6. 維持並改善當地街道和道路	1	2	3	4	5	無意見	
為主要街道和通勤路線的改善計劃提供經費，例如：Berkeley 的 Ashby Ave.、Oakland 的 Broadway、Hayward 的 Mission Blvd.、Union City 和 Fremont 以及 Pleasanton 的 Stanley Blvd.	1	2	3	4	5	無意見	
修復當地道路的坑洞	1	2	3	4	5	無意見	
7. 完成主要自行車和行人通道並且改善安全	1	2	3	4	5	無意見	
完成東灣的步道，包括 Bay Trail、Iron Horse Trail 和 East Bay Greenway 等	1	2	3	4	5	無意見	
改善行人安全	1	2	3	4	5	無意見	
8. 解決交通擁塞、安全和與貨運卡車有關的污染或從 Port of Oakland 流動貨物等問題	1	2	3	4	5	無意見	
使卡車來回 Port of Oakland 更為安全便利，而不至於造成交通回堵和擁塞問題	1	2	3	4	5	無意見	
減少卡車在我們的街道和公路上運載貨物時所造成的污染和交通擁塞問題	1	2	3	4	5	無意見	
9. 為老年人和殘障人士提供特種大眾運輸服務	1	2	3	4	5	無意見	
10. 為高流量/快速道路收費、交通號誌同步等技術專案提供經費	1	2	3	4	5	無意見	
11. 為大眾運輸導向的開發專案 (TOD) 提供經費	1	2	3	4	5	無意見	
12. 為中學生和高中生大眾運輸車票提供經費	1	2	3	4	5	無意見	

13. 您是否會投票贊成為這些交通改善計劃提供經費：

將交通運輸營業稅提高不超過半美分，並延長實施至 2022 年以後，以落實您的優先事項？	是	否	不知道
---	---	---	-----

選擇性問題

阿拉美達縣是一個地域、種族和經濟型態非常多樣化的縣域。您對以下問題的回答將有助於確保我們在這個改善交通運輸的過程中獲得廣泛而且具有代表性的參與。

14. 您的種族或族裔背景是什麼？（可複選）

- ☐ 美洲印地安人或阿拉斯加原住民
 ☐ 白種人/高加索裔
☐ 亞裔或太平洋島民
 ☐ 其他：
☐ 黑人/非裔美國人
☐ 西班牙裔、西語裔或拉丁裔

15. 您的家庭收入水準如何？（選擇一項）

- ☐ \$0-\$25,000
☐ \$26,000-\$50,000
☐ \$51,000-\$75,000
☐ \$76,000-\$100,000
☐ 超過 \$100,000 元

感謝您的參與！

Participant Questionnaire - Vietnamese



Bảng Câu Hỏi Cho Những Người Tham Gia

Gần đây, Ủy Ban Giao Thông Quận Alameda (Alameda CTC) đã chuẩn bị một bản dự thảo Kế Hoạch Giao Thông Toàn Quận (CWTP) nhằm xác định các nhu cầu giao thông hiện tại và trong tương lai. Cùng với các ý kiến của cộng đồng, Ủy Ban cũng đang thiết lập Kế Hoạch Chi Tiêu Giao Thông (TEP). Kế hoạch này bao gồm nhiều biện pháp cải thiện giao thông trên toàn quận được tài trợ nhờ việc gia hạn và có thể là tăng các khoản thuế bán hàng hiện tại cho mục đích này. Các câu trả lời của quý vị sẽ giúp chúng tôi đưa ra các ưu tiên cho những dự án thuộc Kế hoạch chi tiêu giao thông TEP.

HÃY CHO CHÚNG TÔI BIẾT VỀ QUÝ VỊ

1. Quý vị sống ở thành phố hoặc khu vực nào của quận? _____

2. Quý vị sử dụng phương thức di chuyển nào nhiều nhất? (Chỉ chọn một)

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Đi bộ | <input type="checkbox"/> Đi chung xe |
| <input type="checkbox"/> Đi xe đạp | <input type="checkbox"/> Dùng BART |
| <input type="checkbox"/> Xe buýt hoặc xe chạy tuyến đường ngắn | <input type="checkbox"/> Khác |
| <input type="checkbox"/> Đi xe một mình | _____ |

3. Quý vị có tham gia vào các nỗ lực cải thiện giao thông trước đây thuộc Kế hoạch CWTP từ tháng Hai đến tháng Ba không? Chọn tất cả câu trả lời thích hợp:

- ☐ Dự một buổi hội thảo cộng đồng lớn
- ☐ Dự một buổi hội thảo tương tự như buổi hội thảo này do Ủy ban hoặc nhân viên của Alameda CTC tổ chức
- ☐ Hoàn thành một bản khảo sát trên giấy
- ☐ Trả lời khảo sát qua mạng
- ☐ Không tham gia hoặc không biết

CÁC BIỆN PHÁP CẢI THIỆN GIAO THÔNG

Với mỗi biện pháp cải thiện giao thông (được in đậm) và các dự án mẫu được đề cập dưới đây, hãy cho chúng tôi biết mức độ ủng hộ của quý vị bằng cách khoanh tròn một trong những con số sau:

1 = phản đối kịch liệt; 2 = không ủng hộ; 3 = trung lập; 4 = ủng hộ; 5 = hoàn toàn ủng hộ; hoặc không có ý kiến

Đây là các biện pháp kèm theo dự án mẫu:

	Thấp			Cao		
4. Duy trì và cải thiện các phương tiện giao thông công cộng (xe buýt, xe lửa, phà) trên toàn quận	1	2	3	4	5	Không ý kiến
Khôi phục lại các dịch vụ vận chuyển trước đây đã bị cắt bỏ	1	2	3	4	5	Không ý kiến
Đảm bảo dịch vụ giao thông công cộng nằm trong khả năng tài chính và khả năng tiếp cận của những đối tượng cần sử dụng bao gồm người cao niên, thanh niên và người khuyết tật	1	2	3	4	5	Không ý kiến
Tạo ra và mở rộng các dịch vụ xe buýt nhanh và tốc hành	1	2	3	4	5	Không ý kiến
Mở rộng BART sang Livermore	1	2	3	4	5	Không ý kiến
Cung cấp dịch vụ xe lửa qua cầu Dumbarton	1	2	3	4	5	Không ý kiến
5. Duy trì và cải thiện hệ thống đường cao tốc lâu đời của quận	1	2	3	4	5	Không ý kiến
Tạo các làn đường cho những người đi chung xe trên I-80, I-880, và I-680	1	2	3	4	5	Không ý kiến
Cải thiện các đường dốc vào và dốc ra khỏi Đường cao tốc I-80, I-880, I-580, I-680 và State Route 84	1	2	3	4	5	Không ý kiến

	Thấp			Cao		
6. Duy trì và cải thiện các đường phố địa phương	1	2	3	4	5	Không ý kiến
Tài trợ để cải thiện các con đường lớn và đường đi lại như: Ashby Ave. ở Berkeley, Broadway ở Oakland, Mission Blvd. ở Hayward, Union City và Fremont, và Stanley Blvd. ở Pleasanton	1	2	3	4	5	Không ý kiến
Sửa ổ gà trên các tuyến đường địa phương	1	2	3	4	5	Không ý kiến
7. Hoàn thành các tuyến đường dành cho người đi xe đạp và đi bộ và nâng cao sự an toàn	1	2	3	4	5	Không ý kiến
Hoàn thành các con đường mòn ở East Bay, bao gồm đường mòn Bay Trail, đường mòn Iron Horse và East Bay Greenway	1	2	3	4	5	Không ý kiến
Nâng cao an toàn cho người đi bộ	1	2	3	4	5	Không ý kiến
8. Giải quyết vấn đề tắc nghẽn, an toàn và ô nhiễm liên quan đến xe tải chuyên chở và vận chuyển hàng hóa từ cảng Oakland	1	2	3	4	5	Không ý kiến
Tạo điều kiện để xe tải đi và đến cảng Oakland an toàn và dễ dàng hơn mà không gây cản trở và tắc nghẽn giao thông	1	2	3	4	5	Không ý kiến
Giảm thiểu ô nhiễm và tắc nghẽn giao thông do xe tải chở hàng trên các đường phố của chúng ta	1	2	3	4	5	Không ý kiến
9. Cung cấp các dịch vụ giao thông đặc biệt dành cho người cao niên và người khuyết tật	1	2	3	4	5	Không ý kiến
10. Tài trợ cho các dự án công nghệ như Thu Phí đối với những xe muốn đi trên làn đường dành cho xe nhiều người đi và làn đường cao tốc, đồng bộ hóa tín hiệu giao thông	1	2	3	4	5	Không ý kiến
11. Tài trợ cho các dự án định hướng phát triển giao thông (TOD)	1	2	3	4	5	Không ý kiến
12. Tài trợ vé dùng phương tiện công cộng cho học sinh các trường trung học cơ sở và trung học phổ thông	1	2	3	4	5	Không ý kiến

13. ĐỀ TÀI TRỢ CHO CÁC CẢI THIỆN GIAO THÔNG NÀY, QUÝ VỊ SẼ CHỌN:

Tăng thuế bán hàng liên quan tới giao thông thêm không hơn nửa xu và gia hạn quá năm 2022 để thực hiện các ưu tiên của quý vị không?	Có	Không	Không biết
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CÁC CÂU HỎI TÙY Ý TRẢ LỜI

Alameda là một quận rất đa dạng về mặt địa lý, dân tộc và kinh tế. Câu trả lời của quý vị cho những câu hỏi dưới đây sẽ góp phần đảm bảo rằng chúng tôi nhận được sự tham gia từ các thành phần đa dạng trong quá trình này.

14. Quý vị thuộc chủng tộc hoặc dân tộc nào? (chọn một hoặc nhiều)

- ☐ Mỹ Da Đỏ Hoặc Người Bản Xứ Alaska
 ☐ Người Da Trắng
☐ Người Châu Á hoặc từ Đảo Thái Bình Dương
 ☐ Khác: _____
☐ Người Mỹ Da Đen/Gốc Châu Phi
☐ Người Tây Ban Nha, Bồ Đào Nha hoặc Latinh

15. Mức thu nhập của gia đình quý vị là bao nhiêu? (chọn một)

- ☐ \$0-\$25,000
☐ \$26,000-\$50,000
☐ \$51,000-\$75,000
☐ \$76,000-\$100,000
☐ Hơn \$100,000

Cảm ơn quý vị đã tham gia!



Participant Questionnaire - Farsi

پرسشنامه شرکت کننده

کمیسیون حمل و نقل بخشداری یا کانتی آلامیدا (Alameda CTC) اخیراً یک طرح حمل و نقل در سطح بخشداری (CWTP) تهیه کرده است که نیازهای حمل و نقل کنونی و آتی را تعیین می کند. با دریافت داده هایی از جامعه، این کمیسیون همچنین طرحی مربوط به مخارج حمل و نقل (TEP) تهیه می کند. طرح TEP شامل گزینه هایی برای بهبود حمل و نقل در سطح بخشداری خواهد بود که هزینه آن از طریق گسترش و افزایش احتمالی مالیات بر فروش جاری مختص این امر فراهم خواهد شد. پاسخهای شما کمک خواهد تا ارجحیت های این برنامه که در TEP قرار داده شده اند تعیین شوند.

لطفاً اطلاعاتی در ارتباط با خود ارائه دهید

1. در کدام شهر یا در چه قسمتی از بخشداری یا کانتی زندگی می کنید؟

2. از کدام روش رفت و آمد بیشتر استفاده می کنید؟ (لطفاً فقط یک گزینه را انتخاب کنید)

- ☐ پیاده روی
☐ دوچرخه
☐ استفاده از اتوبوس یا شاتل
☐ رانندگی شخصی
☐ همپیمایی یا چند سرنشینی (carpool)
☐ بارت/BART
☐ غیره

3. آیا در تلاشهای قبلی کمک رسانی از سوی CWTP در فوریه-مارس شرکت کردید؟

تمامی موارد ذیربط را انتخاب کنید:

- ☐ در یک کارگاه بزرگ عمومی شرکت کردید
☐ در کارگاهی مشابه به آن، که میزبانی آنرا کمیسیون Alameda CTC یا یکی از اعضاء کادر آن به عهده داشت شرکت کردید
☐ یک بررسی چاپ شده را تکمیل کردید
☐ به یک بررسی اینترنتی پاسخ دادید
☐ شرکت نکردید یا نمی دانید

بهسازی حمل و نقل

برای هر یک از جملات مربوط به بهبود حمل و نقل (متن پررنگ) ذیل، و برنامه های نمونه ای که در ذیل درج شده است، لطفاً با کشیدن دایره دور یکی از شماره های ذیل به ما بگویید که تا چه میزان از آنها حمایت می کنید:

1 = به شدت مخالفم ؛ 2 = حمایت نمی کنم ؛ 3 = بی تفاوت ؛ 4 = حمایت می کنم ؛ 5 = به شدت حمایت می کنم، یا بدون نظر؛

در اینجا توضیحاتی به همراه نمونه هایی برای هر برنامه درج شده است:					
بدون نظر	5	4	3	2	1
بدون نظر	5	4	3	2	1
4. حفظ و بهبود حمل و نقل عمومی (اتوبوس، قطار، قایق موتوری) در سرتاسر بخشداری یا کانتی					
برقراری مجدد خدمات حمل و نقل که قبلاً قطع شده بود.					
بدون نظر	5	4	3	2	1
کسب اطمینان از استمرار حمل و نقل عمومی کم هزینه و قابل دسترسی برای افرادی که به آن نیازمند هستند، شامل سالمندان، نو جوانان و افرادی که معلولیت دارند					
بدون نظر	5	4	3	2	1
ایجاد و گسترش خدمات اتوبوس سریع					
بدون نظر	5	4	3	2	1
گسترش BART به لیورمور (Livermore)					
بدون نظر	5	4	3	2	1
فراهم کردن قطارهای رفت و آمد روزانه از روی پل دومبارتون (Dumbarton)					

بدون نظر	5	4	3	2	1
5. حفظ و بهبود بخشیدن به سیستم کهنه بزرگراه بخشداری					
بدون نظر	5	4	3	2	1
فراهم کردن خطوط ویژه همپیمایی یا هم سرنشینی در بزرگراههای I-80، I-880 و I-680					
بدون نظر	5	4	3	2	1
بهبود شیب راه و ورودی و شیب راه خروجی در بزرگراههای I-80، I-880، I-580، I-680 و جاده ایالتی 84					

پایین						بالا
بدون نظر	5	4	3	2	1	6. حفظ و بهبود جاده ها و خیابانهای محلی
بدون نظر	5	4	3	2	1	تأمین بودجه برای بهسازی خیابانهای اصلی و جاده های رفت و آمد روزانه، همچون: Ashby Ave. در Berkeley ، و Broadway در Oakland ، Mission Blvd. در Hayward ، Fremont و Union City ، و Stanley Blvd. در Pleasanton
بدون نظر	5	4	3	2	1	تعمیر گودالها در جاده های محلی

بدون نظر	5	4	3	2	1	7. تکمیل و بهبود ایمنی در مسیرهای اصلی ویژه دوچرخه و عابرپایاده
بدون نظر	5	4	3	2	1	تکمیل مسیرهای East Bay / «ایست بی» شامل Bay Trail ، Iron Horse Trail و East Bay Greenway
بدون نظر	5	4	3	2	1	بهبود ایمنی برای عابرپایاده

بدون نظر	5	4	3	2	1	8. رسیدگی به تراکم، ایمنی و آلودگی مربوط به کامیونهای مخصوص نقل و انتقال بار یا کالا از بندر اوکلند.
بدون نظر	5	4	3	2	1	بدون ایجاد تراکم و ترافیک سنگین، ایجاد شرایط آسانتر و ایمن تر برای جابجایی کامیونها از بندر اوکلند و بالعکس
بدون نظر	5	4	3	2	1	کاهش آلودگی و تراکم ترافیک که توسط کامیونهای حامل کالا در خیابانها و جاده های شما ایجاد شده است

بدون نظر	5	4	3	2	1	9. فراهم نمودن خدمات حمل و نقل ویژه برای سالمندان و افرادی که معلولیت دارند
بدون نظر	5	4	3	2	1	10. تأمین بودجه برنامه های فن آوری همچون خط اکسپرس یا سریع / عوارض عبور در خطوط مخصوص ماشین های چند سرنشینی، گردآوری عوارض، همزمان سازی چراغهای ترافیک
بدون نظر	5	4	3	2	1	11. تأمین بودجه برنامه های متمایل و مربوط به حمل و نقل (TOD)
بدون نظر	5	4	3	2	1	12. تأمین مجوزهای عبور برای دانش آموزان در دبیرستان مقدماتی و دبیرستان

13. به منظور تأمین بودجه این بهبودهای حمل و نقل آیا برای مورد ذیل رای خواهید داد:

افزایش مالیات بر فروش مربوط به حمل و نقل، تا حد اکثر نیم سنت و استمرار آن تا بعد از سال 2022 برای پاسخگویی به ارجحیت های شما؟	خیر	بله	نمی دانم
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سوالات اختیاری

آلامیدا از نقطه نظر جغرافیایی، نژادی و اقتصادی یک بخشداري بسیار متنوعی است. پاسخهای شما به سوالات ذیل کمک خواهند کرد که در این فرایند مشارکتی گسترده و در برگیرنده حاصل شود.

14. نژاد یا هویت قومی شما چیست؟ (یک یا چند گزینه را انتخاب کنید)

<input type="checkbox"/> سرخپوست آمریکایی یا بومی آلاسکا	<input type="checkbox"/> سفید پوست/ هندواروپایی
<input type="checkbox"/> آسیایی یا بومی جنوب اقیانوس آرام	<input type="checkbox"/> غیره:
<input type="checkbox"/> سیاهپوست/ آمریکایی آفریقایی	
<input type="checkbox"/> اسپانیولی، اسپانیولی زبان یا لاتین	

15. میزان درآمد خانوار شما چقدر است؟ (یکی را انتخاب کنید)

<input type="checkbox"/> \$0-\$25,000
<input type="checkbox"/> \$26,000-\$50,000
<input type="checkbox"/> \$51,000-\$75,000
<input type="checkbox"/> \$76,000-\$100,000
<input type="checkbox"/> بیش از \$100,000

از مشارکت شما سپاسگزاریم!

Alameda County Transportation Commission
CWTP-TEP Fall 2011 Questionnaire Responses

A total of 926 questionnaires were submitted by outreach toolkit participants and 556 questionnaires were submitted online. Results are detailed below.

1. What city or area of the county do you live in? (analyzed by planning area)

Planning Area	Toolkit Respondents	Online Respondents
North	46.8%	50.5%
Central	17.6%	7.2%
South	16.7%	7.0%
East	1.0%	15.5%
Unclear or not Alameda County Resident*	17.9%	19.8%
Total responding to question	909	556

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

* Respondents who answered simply "Alameda," without indicating whether they meant the city or the county, were counted as "unclear."

2. What mode of travel do you use the most? (Please select only one.)

Mode of Travel	Toolkit Respondents	Online Respondents
Walk	13.5%	7.0%
Bicycle	13.6%	18.3%
Take bus or shuttle	14.9%	13.7%
Drive alone	39.1%	36.3%
Carpool	5.6%	3.2%
BART	7.4%	14.6%
Other*	5.8%	6.8%
Total responding to question	770	556

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

2. What mode of travel do you use the most? (Please select only one.) - continued

Other modes of travel identified by toolkit respondents:

- Amtrak + Bike
- Capital corridor (Amtrak)
- Combination
- Drive with my kids
- East Bay Paratransit (specified by 3 respondents)
- Electric wheelchair mostly
- E-scooter
- Paratransit (specified by 12 respondents)
- Roll in my power wheelchair
- Scooter
- Shuttle
- Walk BART and AC Transit
- Walk, bus & BART

Other modes of travel identified by online respondents:

- Amtrak/Capitol Corridor train
- Attendant drives me
- Attendant drives me places, but on her off days, it's a combo of bus, paratransit and taxi cabs - and of course, walking some.
- BART
- Bicycle and BART (specified by 2 respondents)
- Bicycle to Caltrans Shuttle at MacArthur BART for ride into San Francisco.- bicycle in San Francisco
- Bus and BART equally
- Bus, Oakland city taxi program, Eastbay Paratransit
- Car (specified by 2 respondents)
- Drive alone but used Carpool lane as I have an electric vehicle (Nissan LEAF)
- Drive my own vehicle
- Drive together
- Drive with children
- Drive with my husband
- Ferry
- Ferry. Have to drive to the ferry as there is no bus service to the ferry. Which is really dumb.
- Husband drives me
- Husband drives me in handicap accessible van
- I can't specify only one. My daily commute is a blend of bicycle, BART, and bus transportation. There's no one mode that gets me where I need to go. What I can tell you is that if it were safer, I would ride my bicycle almost everywhere.
- I utilize a combination of bus, shuttle, BART and walking.
- It is an equal blend of drive alone, BART, bus & bike
- Measure B Senior Services
- Motorcycle (specified by 2 respondents)
- Oakland City Paratransit program, Eastbay Paratransit, Family
- Paratransit (specified by 3 respondents)
- Paratransit and taxi
- Power wheelchair
- Retired, minimum travel
- Split evenly between carpool, driving alone and riding bike
- Walk and take public transportation: bus & BART
- Walk, ride a bike and drive

**3. Did you participate in previous outreach efforts for the CTWP in February-March?
Choose all that apply:**

Previous Participation	Toolkit Respondents	Online Respondents
Attended a large public workshop	6.9%	9.2%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	5.6%	6.5%
Completed a printed survey	9.3%	4.5%
Responded to a web survey	5.8%	11.5%
Did not participate or don't know	78.8%	77.5%
Total responding to question	850	556

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

Transportation Improvements

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.6%	2.9%	9.5%	16.8%	64.4%	4.9%	769
Restore transit service that was previously cut	1.7%	4.1%	16.2%	22.5%	44.6%	10.9%	823
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.5%	1.9%	6.1%	15.9%	71.4%	3.3%	825
Create and expand express and rapid bus services	2.6%	4.3%	18.4%	25.0%	43.7%	5.9%	835
Extend BART to Livermore	11.8%	7.8%	15.2%	16.2%	37.2%	11.9%	823
Provide commuter trains over the Dumbarton Bridge	10.9%	7.1%	17.8%	14.7%	33.1%	16.4%	807

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.5%	1.7%	7.7%	13.9%	74.1%	1.1%	532
Restore transit service that was previously cut	5.3%	3.9%	13.9%	20.5%	47.9%	8.5%	532
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.7%	2.6%	7.7%	19.0%	67.7%	1.3%	532
Create and expand express and rapid bus services	6.2%	9.4%	19.0%	27.6%	32.3%	5.5%	532
Extend BART to Livermore	25.9%	13.7%	13.5%	13.5%	24.8%	8.5%	532
Provide commuter trains over the Dumbarton Bridge	24.2%	16.9%	20.1%	12.4%	13.2%	13.2%	532

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

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
5. Maintain and improve the County's aging highway system	4.7%	4.4%	15.2%	20.3%	49.1%	6.3%	745
Provide carpool lanes on I-80, I-880, and I-680	6.2%	6.8%	16.5%	20.5%	41.6%	8.4%	794
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	5.5%	6.0%	18.1%)	16.5%	43.7%	10.1%	830

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
5. Maintain and improve the County's aging highway system	12.0%	11.5%	20.3%	20.5%	33.3%	2.4%	532
Provide carpool lanes on I-80, I-880, and I-680	18.0%	12.8%	23.7%	21.2%	19.0%	5.3%	532
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	19.4%	19.4%	19.2%	17.7%	18.4%	6.0%	532

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

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	2.3%	2.6%	10.9%	22.1%	58.1%	4.0%	700
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	3.5%	3.3%	15.9%	24.9%	48.0%	4.3%	791
Fix potholes on local roads	1.2%	2.3%	8.8%	16.0%	68.8%	2.9%	769

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	3.6%	5.1%	22.2	26.7%	41.4%	1.1%	532
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	7.7%	12.6%	23.7%	24.1%	27.4%	4.5%	532
Fix potholes on local roads	1.7%	5.3%	15.6%	20.9%	54.7%	1.9%	532

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

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
7. Complete major bike and pedestrian routes and improve safety	2.5%	2.8%	10.7%	18.3%	61.2%	4.5%	712
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	3.3%	3.8%	15.0%	21.7%	48.7%	7.6%	793
Improve pedestrian safety	1.8%	1.5%	13.2%	16.7%	63.8%	3.0%	778

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
7. Complete major bike and pedestrian routes and improve safety	4.7%	4.5%	12.8%	16.4%	59.6%	2.1%	532
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	6.8%	8.1%	19.2%	26.1%	37.4%	2.4%	532
Improve pedestrian safety	2.1%	5.6%	11.5%	21.4%	58.1%	1.3%	532

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

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	3.0%	4.2%	15.7%	23.2%	46.2%	7.7%	732
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	3.6%	4.7%	17.9%	25.5%	39.8%	8.5%	804
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	3.3%	4.3%	13.1%	22.3%	53.1%	4.0%	799

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	6.0%	10.4%	20.8%	27.2%	27.8%	7.7%	518
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	8.1%	10.6%	22.8%	26.1%	24.3%	8.1%	518
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	4.8%	7.9%	20.8%	26.1%	35.1%	5.2%	518

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

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
9. Provide specialized transit services for seniors and persons with disabilities	2.1%	3.2%	13.2%	21.1%	55.7%	4.8%	819
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	8.7%	5.6%	23.2%	22.1%	32.2%	8.1%	823
11. Fund transit oriented development projects (TOD)	3.0%	5.0%	19.9%	24.1%	33.6%	14.5%	806
12. Fund transit passes for students in middle and high school	3.7%	4.2%	15.5%	20.3%	49.2%	7.1%	813

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
9. Provide specialized transit services for seniors and persons with disabilities	3.5%	5.6%	22.8%	28.0%	37.1%	3.1%	518
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	15.3%	12.9%	26.8%	23.0%	16.4%	5.6%	518
11. Fund transit oriented development projects (TOD)	9.5%	6.6%	19.3%	25.1%	30.5%	9.1%	518
12. Fund transit passes for students in middle and high school	10.0%	8.5%	23.4%	19.1%	35.1%	3.9%	518

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

Transportation Improvements, continued

13. To fund these transportation improvements would you vote to: Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

Responses	Toolkit Respondents	Online Respondents
Yes	60.3%	77.4%
No	16.6%	9.7%
Don't Know	23.0%	12.9%
Total responding to question	812	518

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

Optional Questions

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

Race or Ethnic Identification	Toolkit Respondents	Online Respondents
American Indian or Alaska Native	2.0%	0.8%
Asian or Pacific Islander	18.0%	9.3%
Black/African American	7.3%	8.7%
Spanish, Hispanic or Latino	34.6%	6.3%
White/Caucasian	34.6%	75.5%
Other (please specify)	7.5%	3.0%
Total responding to question	790	494

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

Other race or ethnic identification specified by toolkit respondents:

- Afghan/Afghani (specified by 10 respondents)
- All
- American (specified by 2 respondents)
- Arabic
- Disabled Jewish American
- Dutch/Indonesian
- Filipino (specified by 2 respondents)
- Human being
- Indonesia
- Italian
- Italian/Irish
- Mixed (specified by 2 respondents)
- Persian (specified by 18 respondents)
- Sicilian
- Slavic

Optional Questions, continued

14. What is your race or ethnic identification? (select one or more) - continued

Other race or ethnic identification specified by online respondents:

- Aryan
- Eastern European
- European ancestry
- Filipino American
- Human
- Human being
- I reserve that right
- Jewish
- Mix - White/Hispanic
- Mixed
- Mixed ethnicity, Latino/white
- Multi-ethnic
- My ethnic identification is American
- N/A
- None of the above

15. What is your household income level? (Select one)

Income Level	Toolkit Respondents	Online Respondents
\$0-\$25,000	39.5%	9.1%
\$26,000-\$50,000	19.4%	17.0%
\$51,000-\$75,000	13.8%	17.0%
\$76,000-\$100,000	10.3%	18.6%
Over \$100,000	17.1%	38.3%
Total responding to question	712	483

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

Survey Language – Toolkit Questionnaires

Language	Percent of Respondents	Number of Respondents
English	73.1%	677
Spanish	20.2%	187
Chinese	3.5%	32
Farsi	2.1%	19
Vietnamese	1.2%	11
Total	100.0%	926

Appendix C: Outreach Questionnaire Reports

Outreach Toolkit Presentations

1) Presentations Made To:

City of San Leandro Neighborhood Meeting District 5 & 6

Date: 10.6.2011

Questionnaires Received: 12

Moderator/Contact: Keith Cook/Kathy Ornelas

Group Description: Mixed group of San Leandro residents

2) Presentations Made To:

Sierra Club SF Bay Chapter

Date: 10.10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Pat Piras

Group Description: Sierra Club members

3) Presentations Made To:

Joan Chaplick's UC Berkeley Class

Date: 10.11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Joan Chaplick

Group Description: Mixed Group of Berkeley Students

4) Presentations Made To:

Oakland Yellowjackets

Date: 10.12.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Midori Tabata/Fred McWilliams

Group Description: Multi-cultural bicycle club in Oakland

5) Presentations Made To:

Misc.

Questionnaires Received/Participants: 6

Moderator/Contact: Liz Brazil

6) Presentations Made To:

Afghan Coalition (Women's Group)

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil

Group Description: Members of the Afghan Coalition Women's Group. Women were primarily residents of Fremont.

7) Presentations Made To:

Union City Senior Commission

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil/Edward Rivera Aruiz

Group Description: Union City seniors

8) Presentations Made To:

DA Bus line Riders

Date: 10.19.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

9) Presentations Made To:

VB Match – Bay Area Volleyball Club

Date: 10.20.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Holly Kuljian

Group Description: Bay Area adult volleyball club

10) Presentations Made To:

Oakland Pedalfest in Jack London Square

Date: 10.22.2011

Questionnaires Received/Participants: 208

Moderator/Contact: Holly Kuljian, John Means, Krystle Pasco & Rochelle Wheeler

Group Description: Diverse group of bicycle enthusiasts

11) Presentations Made To:

PAPCO

Date: 10.24.2011

Questionnaires Received/Participants: 25 (additional questionnaires had already been filled using on-line version)

Moderator/Contact: Holly Kuljian

Group Description: Paratransit Advisory Committee (East Bay)

12) Presentations Made To:

Sierra Club Northern Alameda County Group

Date: 10.24.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Northern Alameda

13) Presentations Made To:

Sierra Club Southern Alameda County Group

Date: 10.26.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Southern Alameda

14) Presentations Made To:

Berkeley Adult School – ESL class

Date: 10.27.11

Questionnaires Received/Participants: 24

Moderator/Contact: Holly Kuljian & John Means

Group Description: Diverse group of adult English as a second language students

15) Presentations Made To:

Albany Strollers & Rollers

Date: 10.27.11

Questionnaires Received/Participants: 8

Moderator/Contact: Holly Kuljian

Group Description: Mixed Group of Albany Residents with focus on non-auto activities

16) Presentations Made To:

Eden Area Livability Initiative's Joint Leadership & Community Educational Forum

Date: 10.27.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Eileen Ng

Group Description: Diverse group of unincorporated Central County residents.

17) Presentations Made To:

Eden Area Senior Action Group (formerly the Eden Area Local Organizing Committee)

Date: 10.28.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Eileen Ng

Group Description: Diverse senior group of unincorporated Central County. (2 spanish speakers)

18) Presentations Made To:

Dia de los Muertos

Date: 10.30.2011

Questionnaires Received/Participants: 230+

Moderator/Contact: John Means and Liz Brazil

Group Description: Diverse group of community members. Many were Spanish speakers

19) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 10.31.2011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Amanda Halstead

Group Description: Chiropractic Students, majority ages 20-30 yrs. old

20) Presentations Made To:

DBA Busline

Date: 10.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

21) Presentations Made To:

AC Transit Board Meeting

Date: 10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Diane Shaw

Group Description: AC Transit Board Members

22) Presentations Made To:

SRAC Advisory Committee group

Date: 11.1.2011

Questionnaires Received/Participants: 15

Moderator/Contact: Holly Kuljian/Cathleen Sullivan/Mary Rowlands

Group Description: Advisory Committee with Paratransit focus

23) Presentations Made To:

Associated Students of UC Berkeley, Office of the External Affairs Vice President's Office

Date: 11.1.2011

Questionnaires Received/Participants: 26

Moderator/Contact: John Means

Group Description: Undergraduate student group

24) Presentations Made To:

AC Transit bus riders

Date: 11.1.2011

Questionnaires Received/Participants: 1 filled out questionnaire

Moderator/Contact: Diane Shaw

Group Description: AC Transit DA bus line riders

25) Presentations Made To:

Oakland Bookclub

Date: 11.3.2011

Questionnaires Received/Participants: 3 filled out questionnaires

Moderator/Contact: Holly Kuljian

Group Description: Young Adults in Oakland

26) Presentations Made To:

Cherryland Health Fair

Date: 11.5.2011

Questionnaires Received/Participants: 21

Moderator/Contact: Holly Kuljian, John Means

Group Description: Mixed group, many non-English speakers & mostly from Cherryland, Hayward & San Leandro

27) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 11.7.2011

Questionnaires Received/Participants: 10

Moderator/Contact: John Means

Group Description: Chiropractic Students, majority ages 20-30 yrs. Old

28) Presentations Made To:

St. Mary's Center

Date: 11.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Lindsay Imai/Elena Berman

Group Description: Low-income, homeless and formerly homeless seniors, ethnically diverse

29) Presentations Made To:

HOPE Collaborative at The Prevention Institute in Oakland

Date: 11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Lindsay Imai/BeccaTrumpusley

email: becca@hopecollaborative.net

Group Description: Low-income, mainly minorities ages 22-55+

30) Presentations Made To:

Transportation Justice Working Group at Urban Habitat Office

Date: 11.1.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Lindsay Imai

Group Description: Mix of people from different organizations (1 blind person)

31) Presentations Made To:

Albany Rotary Club

Date: 11.1.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

32) Presentations Made To:

Albany Traffic and Safety Commission at City Council Chambers

Date: 11.3.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

33) Presentations Made To:

Accessibility Advisory Committee (AAC)

Date: 11.8.2011

Questionnaires Received/Participants: Around 8

Moderator/Contact: Holly Kuljian/Kim Rolland

Group Description: AC Transit Accessibility Advisory Committee

34) Presentations Made To:

Cherryland PTA

Date: 11.9.011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Linda Salazar

Group Description: Majority Latino, Low-income Parents of Cherryland Elementary Students

35-39) Presentations Made To:

New Haven Adult School

Date: 11.9.011

Questionnaires Received/Participants: 5 different classes

Moderator/Contact: John Means/Laura Salvado

Group Description: Students mostly Spanish, Chinese, Farsi, and Vietnamese

Toolkit Distribution

Toolkits were distributed at both CAWG and TAWG meetings (roughly 85)

10 toolkits were sent to Liz Brazil

1 toolkit to Midori Tabata

1 toolkit to Keith Cooke (for 70 participants)

1 toolkit to Joan Chaplick

Online toolkits and questionnaires were available to CAWG/TAWG and staff

Contact Tracking Summary

- 235 groups or organizations were contacted by phone or email
- Participated in 3 special events
 - Oakland Pedalfest, Dia de los Muertos, Cherryland Health Fair
- Made follow-up calls to 46 community based organizations
- Conducted 39 toolkit presentations, 20 toolkit presentations by MIG staff
- Targeted non-English speaking groups gave out questionnaires in 5 different languages

Appendix D: Public Comments Submitted

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Berkeley 10/18	Yes		Tax imports through the Port of Oakland. This tax should fund things that mitigate the Port's negative impacts . This could include electrification of freight lines serving the Port, quiet crossings at at-grade rail crossings, and cleaner vehicles; Locally paid parking could fund local transportation, public/private partnerships for example: Energy-go-Round shuttle buses with better access for mobility devices.	Focus on; 1) Connecting transportation & land use - the areas with the highest density should act get the highest level of transit service. 2) Reducing VMT - If a project doesn't reduce VMT, don't do the project.
Berkeley 10/18			Charge for parking & use the revenue to pay for improvements in that area & for improvements leading to that destination. Increase the gas tax to keep pace with inflation. Charge more for bridge tolls. Require people to pay tolls to use interstate highways (or at least start with HOT lanes)	
Berkeley 10/18	Yes	Too large a priority to ignore this affects all of us every day & makes a more significant impact on our lives than we realize	What means are available? Property tax? Vehicle sales tax? Gasoline tax?	Gasoline taxation could be fairest. Vehicle use based registration fees.
Berkeley 10/18	Yes	We clearly need more funding although sales taxes are not the best way to pay for transportation equitably, they clearly are the easiest to make happen (& get funding soonest)	Toll lanes/congestion pricing along 1-80 especially leading to bridge (connected to bridge toll.) General tax - state? Regional? On owning/operating vehicles could even include bikes! As long as amount reflected bicycles relative affect on infrastructure (including space requirements.)	
Berkeley 10/18	Yes		Paid parking - tax commercial parking lots (ex.. hotels, major employers, on per spot basis.)	Driving has to cost more before drivers will look at alternatives. Look at new transit modes (ex.. street cars) see www.EBOT.info, street cars are the "last mile" connector that is needed.
Berkeley 10/18	Yes	Transportation programming & infrastructure needs funds, particularly alternate modes of transit that aid in greenhouse reductions	Developer and large business fees!	
San Leandro 10/19				I would like projects that include audible pedestrian signal & detectable warnings

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Yes		Gas tax	
San Leandro 10/19	Yes		Gas tax, corporate taxes	Like process, it's good to force to prioritize
San Leandro 10/19	Don't know	I am somewhat hesitant to vote for an increase. I would prefer only an extension	Congestion pricing, toll or HOT or mileage related fees	This is a very difficult exercise due to the fact of the # of project & the lack of information on the various projects.
San Leandro 10/19	Yes		Gas tax, parking, congestion pricing	1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later...(Full comment too lengthy to include, see "Additional Comments," page D-8)
San Leandro 10/19	Yes		Electronically timed traffic lights to keep traffic moving on major streets, 14th & Mission, Davis, Marina, Hesperia, Llewellyn. Walk/don't walk signals, stay on walk for someone to cross at least half way.	Very poor master planning/design in the last 20 yrs we have built 3 interchanges that should have been done originally I-580/I-680, I-880/CA-92, I-880/CA-238/I-580
San Leandro 10/19	No			You have \$ for medians, you have \$ for anything, all things
San Leandro 10/19	No	Very poor process. Didn't know many of projects and programs or they were incomplete or missed many of the items that were on the board's list.	Gas tax	Did not like this exercise. Would be unfair if were used to prioritize the real list.
San Leandro 10/19	Yes			Consider using Skype to do a group discussion between all areas. Use technology to reach more people, more frequent update- via podcast/email/TV/Internet/webpage/Facebook/Twitter (these options would cover most disabilities with help.

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Don't know	Very concerned about the regressive nature of the tax.	We need to be looking at more progressive forms of taxation, such as increasing income tax or corporate tax on upper-income individuals. I would be more likely to support funding transportation with a gas tax.	
San Leandro 10/19	Don't know	It would depend on how it all shakes out. Transit needs to be made whole again. Cuts need to be restored, fare increases need to be reversed, & service needs to be expanded-transit needs to come more often, run for longer hours & go faster, more reliably.	Increase parking fees to raise funding for transit, raise gas tax, re-implement car registration fee (vehicle license fee), mileage tax	It's clear that transit is a need and will be most valued as the economy worsens, our population ages, and as awareness of climate change continues to grow. Please convey the results of tonight's workshop to the Steering Committee 88% programs!!, 12% projects!
San Leandro 10/19	No	Social Security (?) will increase in 2012 only to be taken away by Medicare costs increase. My income stays the same but all costs keep going up. At some point I can't do it. Got to hold it.	Consider this question for awhile	Loved this event - thank you so much- #1 answer not final yet. Keep up the great work - so glad I came.
San Leandro 10/19	No	I have not seen a plan. Also our area is not on the transit bus. Ashland/Cherryland	Congestion pricing, tax parking	Write grant for low-income community to be presented as project and not programs.
San Leandro 10/19	Yes	It's all improvement	Local gas tax	No one explained the projects to the public. The level of knowledge assumed in geography, funding, and projects was very high. People didn't know what they were voting for. It should have been broken down by the local area & each project explained. Obviously people are going to vote for their area so results are useless.
San Leandro 10/19	No	No new taxes on working people	Get rid of bureaucracy and administration	Proud member of the Tea Party tax payer not tax taker
San Leandro 10/19	Yes	I am a very hard core mass transit advocate!	Full comment too lengthy to include, see "Additional Comments," page D-9	Full comment too lengthy to include, see "Additional Comments," page D-9

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Oakland 10/24	Yes	We need a lot more money to support our growing population that will rely on all aspects of transportation. We are a very diverse county with diverse needs.	Support gas tax	
Oakland 10/24	Don't know	Will depend on cost-containment controls in the measure. 1-year extensions didn't work in 2000 needs more meaningful protections.	Gas tax, development fees, tolls	Thank you.
Oakland 10/24	Don't know	Would consider a 1/4% sales tax increase, need more specificity on ballot measure	Bond measure, gas tax	Good use of time
Oakland 10/24	Yes	The gas tax (state & fed) are not sufficient tsp. needs are increasing. Local taxes allow people to see the cost of services they use	Higher fees on public parking lots & garage leasing & innovative reinstate state vehicle fee. Repeal prop. 13	A companion book that gives more detail on the projects would have been useful. The experts that were here & know about the projects should have been introduced as resources to help explain projects. Turn-out tonight was pitiful! You need to do a much better job organizing, communicating & recruiting citizens to attend these events. Work with Transform Greenbelt Alliance, OCO, and other non-profits to get better attendance. Ask for RSVP & offer food/dinner. The money you would spend on food is miniscule compared to the total TEP budget.
Oakland 10/24	Don't know	Until I see detailed description of these projects which don't even seem to exist in your large binders I can't say.		Your printed ACTP Admin. Draft cut off the beginning of the spreadsheets of projects. I think the meeting was a bit of a joke to be able to check the box off that you engaged with the community.
Union City 10/27	No	I am strongly against Mayor Green's pet projects and until they are taken off the list I'll actively campaign to not fund any of this proposal.		The devil lies in the details and tonight's exercise did not provide adequate details to make an informed decision. I do not consider this exercise to have been useful. Additionally there has been quite a lot of chatter about job creation, but none refer to building a highway through a community can destroy it and the community's economy.
Union City 10/27	Yes			

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Union City 10/27	Yes		Transportation impact development fee	
Union City 10/27	Yes		1) Added gasoline tax 2) Vehicle license fee 3) New developments need to pay for added costs of new roads and expansion of interchange improvements for existing roads	
Union City 10/27	Don't know	I would not support the reauthorization of the tax if certain projects were included in it.	Bond measure to support capital projects	I felt that the average citizen coming into the meeting could not make educated informed selections. There are too many projects - many are not well defined and the selections not clear as to their (post?) cons. Also you should allow people to say which projects they object to. At the Union City session I felt several projects were biased due to the mayor being present.
Union City 10/27	Yes		1) Leveraging sales tax revenue for additional funding? 2) Creation of transportation districts (i.e. Alameda County) Akin to AC transit District?/ Mello-Roos?. 3) More vehicle registration fees? 4) Additional toll lanes?	1) Adopt /impose a congestion zone in major cities within the county, ex. Oakland, with a hefty charge to drive within/enter zone. 2) Is it possible to place a revenue enhancement measure on the ballot in conjunction with another entity or jurisdiction?
Union City 10/27	Don't know	More funding towards smart growth/bike/ped/rail improvements are desired. Do not support enhancing highway & roadway widening & signals.	Corporate & private donations, public partnerships or public-public partnerships for example: combining funds from East Bay park district with City funds.	Would not support the bulk of the projects on local roads unless bike improvements & land-use connections were greatly funded. Thank you.
Union City 10/27	Yes		1) I agree that all agencies should work together to look at achieving efficiencies & common goals. Today it seems like they sometimes have misaligned goals. 2) Congestion pricing	
Union City 10/27	Don't know	I am a very low income person and I do ride on public transit a lot but the sales tax because I am so close to the edge financially is burdensome but I probably would end up voting for it.	Perhaps a small, really small, ten dollar per year parcel tax.	
Union City 10/27	Yes	As people are aging need of public transportation (is a) must!		
Union City 10/27	No		Bond improvement - longer term than other sources of income.	There is a limit on how much you can tax. No matter what is needed

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	No	Presuming BART rescinds it's prior approval of "Downtown-Vasco" route for BART to Livermore & considers favorably the "Keep BART on 580" initiative signed by over 8300 Livermore voters - far over the required 10%. At least Isabel/580 & Greenville/580 stations. Not "Downtown-Vasco". Not "Greenville South"	High fares and parking charges plus Central Valley taxes for BART to Grant Line Road.	1) BART to Grant Line Road (Generally along former SP railroad from Greenville Road through a relocated SP Altamont Tunnel and back into I-580 to Grant Line Road. 2) Ruling grade on old SP was under 1.3% - much lower than BART over Dublin Hill (2.99%) 3) Until BART is extended to Isabel/580, run a frequency bus between BART Airway park/ride & Dublin-Pleasanton BART to connect with every train in or out. If not enough money, do it at least (during) commute hours. 4) Isabel /I-80 EIR had shown Caltrans Portola park/ride being moved to beside BART Airway park/ride. That would increase the number of parking spaces at Isabel to provide bus patronage and initial patronage for BART trains. 5) Does ¼ of BART ½ cent sales tax from the Livermore Valley still fly over the East Bay Hills to fund AC Transit and Muni? If so, I strongly urge that the funding go to LAVTA and BART instead of flying out of the Tri-Valley, I realize AC and Muni would squawk but they provide no service to the Tri-Valley.
Dublin 11/2	Yes		Bond measure, gas tax increase (transfer to local agencies)	
Dublin 11/2	No			1) Need to contain construction costs. 2) I-680/State route 84 should be considered highly as a priority for East County. HOT lanes provide both congestion relief and revenue.
Dublin 11/2	Yes	We need to continue improving our transportation system in Alameda Co. & connecting it with other counties.	DMV registration fee	Would have like some more emphasis on programs.
Dublin 11/2				Have more opportunities for transportation users to influence how (funding is) used locally. What happened to BART from Dublin to Walnut Creek along I-680? Add W/C charging stations on Iron Horse Trail.
Dublin 11/2	Yes			
Dublin 11/2	Yes		Public/Private partnerships (i.e. BART Station) HOT lane fees	
Dublin 11/2	Yes		1) VFR 2) Bond Measure 3) Gas tax	

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	Yes	For 20 years only	Increase gas tax, state and federal	Never go to funding by VMT
Dublin 11/2	Yes	If we hope to just stay up even with demand we must increase available funding		
Dublin 11/2	Don't know	Depends on what the overall priorities are when all 5 districts are compiled	Developer fees, and HOV lane tolls	It would be beneficial if you advertized these meetings more prominently (not just among special interest groups) I find it disheartening that these selections are being made by mayors, ex-mayors, council members, etc. & not by ordinary citizens.
Dublin 11/2	Yes	By keeping sales tax at no more than one-half cent, you have a better chance with voters	Non-money ideas; 1) Continue to develop partnerships to address needs 2) Tax incentives for commuters (financial incentives) 3) Increased education so folks understand transit options & benefits. 4) Start with youth - educate them on need/benefits of public transit	Good interactive process - easy to understand, good way to set priorities. Wish more people would participate in outreach activities.
Dublin 11/2	Yes			

Additional Comments

Comment from San Leandro Workshop, 10/19/11 (see page D-2)

1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later. 4) Ethnicity - Participant Sheila is Caucasian & American Indian. 5) The voting device should be more disabled (blind) friendly like a beep when pushed & registered. 6) Commute means cars? NO! Commute means transit to me. Paradigm must change. 7) On alternative funding options I was for increase; gas tax, parking pricing, congestion pricing. 8) The ethnicity vote was not fair – need more than one vote option or take more than 2 options away because it doesn't repopulate anything else. 9) Regarding technology & innovation – needed to know more & how affected me. 10) There are some projects in the book I didn't know about & if I knew more about the area of the projects maybe I'd want to go there & would support the project. 11) Major trails are only good if I can get there by transit.

Additional Comments



Alameda County Transportation Priorities Workshop Comment Form

SL 10-19-11 (REC'D BY MAIL)

102

1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

☒ YES ☐ NO ☐ DON'T KNOW

Please explain:

I AM A VERY HARD CORE MASS TRANSIT ADVOCATE!

2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

ONE ON ONE SUNGLASSES
I HAVE HAD TO BE SOCIAL DISTANCING
UNST. TO ALL NEW ARRIVALS TO
HRA, CT, VTA - JAILS (PERS. & SHIP
DRIV. VOTER REG. DRIVERS (COUNTY)
HIDEHHS (WILL BE AT HOLIZ
+ THEN (SINCE) (RELIGIOUS)
MOR ON TO OTHER CHURCHES, + GPS

3. Other comments:

NOW AT THE CHURCH UNION CITY
INTERMODAL STA, IN PHASE 1 CONGRON
THE WESTSIDE. SOME QUICK RESOLVE HAS
TO BE FOUND TO GET THE SOLAR PANELS
UP RUNNING + GET THE BUSES TO RUN
IN TO THE NEW BUS STOPS TOGETHER
TOGETHER NOT HAVE THE SUNDAY DUMPS
PLACE IN THE TRANSIT

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Additional Comments

TRUNK LINE BUS RT. 990VBA ①
 FOOT BALL FIELD AWAY FROM THE
 BART FARE GATES, TURNER AT
 THE TRUNK CONST. LOCATIONS & OTHER
 LOCATIONS & OTHER LOCAL A/E TRANSIT
 BUSES & THE IN SCHED'ED 11 min -
 IS SOMEWHAT DUMB & SIMPLY
 STUPID & GNER. BY A/E TRANSIT
 & BART IN LAST 1/2 THE BART SCHED'ED
 OPS. ON BOARD FROM FRI. BART
 ON THE FRI - RICHMOND & FRI. TO
 SHOULD BE 5/7 min APT. SF/BART
 21.0
 TIMES MON - FRI 6 AM - 6 PM, & NOT
 THE IN TRANSIT TIMES, SAT, SUND
 HOLI EVERY 15/20
 15 min OK
 015
 IT IS
 WAY TO
 CLOSE & WHEN
 you miss A TRAIN (ANY ONE) ITS A LONG WAIT,
 EXTRA

Additional Comments



Alameda County Transportation Priorities Workshop Comment Form

222

1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

_____ YES _____ NO _____ DON'T KNOW

Please explain:

2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

3. Other comments:

I WANT YOU TO KNOW I HAD
TO PERSONALLY CLEAN UP THE DIRT FILTH &
GUT & TRASH AT THE FORMER LOCATIONS &
THE A/C TRANSIT BUSES AT THE UNION
BAY STATION. CONSISTENTLY TURNED PHASE
WESTSIDE CONSISTENTLY TURNED PHASE
THE DGE ROWS BY THE FORMER LOCATIONS, 97 DIS
Please turn in this form at the end of the meeting, or mail or fax by November 3,
2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).
NOTE: DIS DIS & MA ON ITS GOING TO
WITH THE WEST BAY COMMUNITY TIMES - MON-FRI

Additional Comments

& THESE THINGS GO! ALL THE DIRT,
 GRIT & DUST BLOWN ON THEIR FACES ON
 THEIR CLOTHES BY THE "KUCKER" BAIT
 LACK CLEANING & HITTING. ALSO HAS
 TO CLEAN UP THE STORM WATER DRAINAGE
 DRAIN ON THE "KUCKER" BAIT PROPERTY
 PMS. BACK FOR 2 CONSI- (NO, EVEN THE
 U/C TRANSITION OF TRANS. U/CITY, CA)
 CARE ABOUT THIS PROGRAM, & PLACING
 (3A) NOW WITH THE LATEST BUS SERVICE
 CHRS AT A/C TRANS. EFFAS, 8/29/2011
 THE BIG SCHO'L BUS SYS, WAP A/T THE
 CHARM U/CITY UNDERWAS STILL HAS
 THE OLD JUNE 2011 TIMES UP.

(313) NOW ^{UNKN} ⁺³³² ON A/C BUS RTS, 232 OUT BOUND
 ONLY SHOWS TIMES FOR ONE OUT
 BOUND RT, BUT THE BUS RUNS TWO
 OUT BOUND RTS. IN THIS LOCATION
 THE A/C TRANSIT BUS POLB LOCATION IS
 15-58241 - MR. ARROW PROVIDED A/C I AM
 DID NOT ATTEMPT TO CORRECT THIS AS I ASKED
 ALL OTHER LOC. AND CORRECTED NOW + FOR THE
 NEW SPOT LOCATION, WHERE THE WEST
 SIDE PHASE IS FINALLY COMPLETED
 SINCE - & DOWN.
 AUG 15, 2011
 R. G. STICKLER

[Handwritten notes:]

- NGP, & ...
- 2018
- PSG STICK HAVE
- STAZA ISSUES
- OTHER TALK CURRENT
- W/CIT GUTTING
- U/GTA. PHASE I -
- VEH. TRAFFIC
- ISSUES
- DESEPARATIONS

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Pedalfest	22-Oct	More bike shuttles!! (Additional from MacArthur or additional from Berkeley.) Bike lane on the Bay Bridge!
Pedalfest	22-Oct	I wish you'd have a section for comments because these questions do not address my concerns and the reason why I choose not to ride BART even though I take public transit as my main method of commuting. Charging for parking and charging taxes the not providing BART service to Antioch after years of benefiting from tax payers in that region!
Pedalfest	22-Oct	Should extend BART to Antioch. Educate people about Amtrak to the South Bay!!!
Pedalfest	22-Oct	Fix the Embarcadero between Oak and Jefferson - pot holes & ruts.
Pedalfest	22-Oct	In reference to question 6. fund improvements on major streets, participant wrote "each city should pay for it's own improvements" General comment; Don't ask people to pay more right now. Use what you have better. Start/finish projects on time, so costs don't increase.
Afghan Coalition Women's Group	18-Oct	In reference to 2. [8] participants checked that they walked but noted "I prefer to take the bus but it is too expensive" or some variation. May have been a group discussion about this because most questionnaires from this group said the same thing.
City of Union City - Senior Commission Mtg.	18-Oct	"Dear Commission, Thank you for giving us this opportunity to speak to you today about the CWT & TEP."
Berkeley Adult School - ESL	27-Oct	Would not support the additional 1/2 cent tax. How about an employer tax.
PAPCO	24-Oct	1) We need to improve inter-region connection between all programs and transportation 2) Also we should (be providing funding) equally between local and Measure B and city funding
PAPCO	24-Oct	Require a minimum of funding for transit to maintain level of service and avoid service cuts when revenue drops
PAPCO	24-Oct	There needs to be a measure on ballot safe guarding mass transit, paratransit, AC Transit, BART; should not be subject to economic short falls. Talk to a lot of voters.
PAPCO	24-Oct	1) Livermore has been paying tax over 25 years and promised service. 2) BART to Livermore is over due. 3) Wheelchair access is important on trails.
PAPCO	24-Oct	Increase funding to paratransit services; or at least DO NOT reduce the current amount of funding.
Sierra Club SF Bay Chapter	10-Oct	In reference to 6. Most of these are state hwys (ex. Ashby Ave, Broadway, Mission Blvd. etc.) In reference to 7. Few of the trails have commuter volume. In reference to 8. "Only by rail" regarding freight congestion.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Albany Stroller & Rollers	27-Oct	More money to transit, bike and ped!
Albany Stroller & Rollers	27-Oct	Support if emphasis is on transit bike/ped and TOD
Albany Stroller & Rollers	27-Oct	1) Extend BART to San Jose 2) Improve cycling routes 3) TEP should emphasize bicycling improvements
Albany Stroller & Rollers	27-Oct	Better coordinated mass transit between inner ring cities, i.e. Alameda, Emeryville, Albany, Oakland
HOPE Collaborative	Not noted	Paratransit vehicles are in really bad shape; need improvements
Cherryland Health Fair	5-Nov	I walk a lot but would like better public transportation more reasonable priced
Life West Chiropractic	7-Nov	Transportation on BART is NOT currently affordable to most people.
Eden Area Livability Joint Leadership	27-Nov	Make a difference - a real difference in transportation quality!
SRAC Advisory Committee	1-Nov	Please fully fund East Bay Paratransit and mass transit.
SRAC Advisory Committee	1-Nov	Need ample parking spaces at BART stations! (how about parking garages to get more spaces?) Paratransit drivers need to be trained to be sensitive & knowledgeable about various disabilities and behaviors associated with it; how to handle them competently.
Online questionnaire - reply to "Other," Question 2 (Mode of Travel)		This is the only box that allows input. I live in an area with NO PUBLIC transportation. Please provide a link somewhere, preferably Wheels as our kids go to high school in Pleasanton. Please ban bicycles on Kilkare road. It's substandard with more than 25 blind curves in 4 miles. The road is less than two cars widths in many places, There are no shoulders, you have a cliff hillside on one side and a creek on the other in most places. The bicyclists want cars to pass them, and there are very few safe places. The bicyclists have a tendency to ride in the middle of the road and cross into uphill traffic lanes as they go downhill. Most do not live here and are placing the lives of those who do in jeopardy. This is not an appropriate road to train on and there is no space to create bike lanes.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
General Comments - Group Discussion		
SRAC Advisory Committee	1-Nov	There is an increase of people needing paratransit. Ask voters to pay more but reduce service? (This point was mentioned often.)
SRAC Advisory Committee	1-Nov	Buses are not always accessible.
SRAC Advisory Committee	1-Nov	Income for many seniors has gone down and then we're asked to pay more taxes with Measure B and specialized transit & programs continue to get cut. Its like a double slam to seniors. Are they saying we're not as important as other people
SRAC Advisory Committee	1-Nov	The surveys are a waste of money. The stakeholders are the ones who go out and advocate - seniors, disabled, go out and push measures though.
SRAC Advisory Committee	1-Nov	The percentage (cuts) scare us. We don't want this. We have good answers!
SRAC Advisory Committee	1-Nov	Trails need wheelchair accessible call boxes.
SRAC Advisory Committee	1-Nov	The most vulnerable populations need transit funding, other projects can wait.
AC Transit Accessibility Advisory Committee	8-Nov	Think programs should receive larger portion of funding above projects. More money for programs!

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Memorandum

DATE: November 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

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

SUBJECT: Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

Recommendation

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

December 2011 Update:

This report focuses on the month of December 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of draft Project Performance and Targets Assessment results. At the county level, highlights include a the development of a draft list of TEP programs and projects, a summary of outreach and polling efforts on the TEP conducted in October 2011 and the release of the performance evaluation results for the second draft CWTP.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment and is anticipated to release the draft scenario analysis results in mid-December. ABAG continued work on the One Bay Area Alternative Land Use Scenarios and a comment letter is being prepared by Alameda CTC staff and will be distributed to the Commission when it is available.

2) CWTP-TEP

In October, presentations on the administrative draft CWTP and TEP parameters were made to the advisory committees and working groups. The administrative draft CWTP is found on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/3070. In addition, extensive public outreach and a second poll on the CWTP and TEP occurred in October and early November to gather input on what projects and programs should be included in the TEP. Results were presented to the Community and Technical Advisory Working Groups and the Steering Committee in November. Based on this outreach and on the administrative draft CWTP, a draft TEP was developed and will be presented to the Steering Committee on December 1, 2011, the CAWG/TAWG on December 8, 2011 and the full Commission on December 16, 2011.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	December 1, 2011 January 27, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	December 8, 2011 January 12, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	December 8, 2011 January 12, 2012* Note: The December and January CAWG meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	December 16, 2011 (rescheduled from December 6) January 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	December 14, 2011 January 11, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	February 23, 2012
Alameda CTC Board Retreat	Time and Location 8:30 a.m. Newark	December 16, 2011

Fiscal Impact

None.

Attachments

Attachment A:	Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B:	CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C:	OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities
(December 2011 through February 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the December 2011 through February 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Developing first draft and the Draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Beginning to seek jurisdiction approvals of the Draft TEP.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Conducting a scenario analysis of five land use options and two transportation network;
- Releasing the results of the scenario analysis;
- Providing comment on project performance and target assessment released in November 2011;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Draft CWTP and TEP Released: December 2011/January 2012

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

2010													2010	
FY2010-2011														
Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec		
Alameda CTC Committee/Public Process														
Steering Committee				Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings	Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?		
Technical Advisory Working Group									No Meetings	Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview		
Community Advisory Working Group									No Meetings	Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview		
Public Participation									No Meetings		Stakeholder outreach			
Agency Public Education and Outreach														
Information about upcoming CWTP Update and reauthorization														
Alameda CTC Technical Work														
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work				
Polling														
Sustainable Communities Strategy/Regional Transportation Plan														
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions				
										Adopt methodology for Jobs/Housing Forecast (Statutory Target)			Projections 2011 Base Case	
										Adopt Voluntary Performance Targets				

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

2011																
FY2011-2012											2011					
Task		January			February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process																
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Meeting moved to December due to holiday conflict				Review 2nd draft CWTP; 1st draft TEP	
Technical Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update				No Meetings	
Community Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update				No Meetings	
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum				No Meetings	
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012														
Alameda CTC Technical Work																
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists				Work with feedback on CWTP and financial scenarios		Technical work refinement and development of Expenditure plan, 2nd draft CWTP								
Polling		Conduct baseline poll											On possible Expenditure Plan projects & programs	On possible Expenditure Plan projects & programs		
Sustainable Communities Strategy/Regional Transportation Plan																
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013				Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology			SCS Scenario Results/and funding discussions			Release Preferred SCS Scenario	
		Discuss Call for Projects			Call for Transportation Projects and Project Performance Assessment			Project Evaluation			Draft Regional Housing Needs Allocation Methodology					
Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																

2012											FY2011-2012					
Task		January		February	March	April	May	June	July	August	Sept	Oct	November			
Alameda CTC Committee/Public Process																
Steering Committee		Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot						VOTE: November 6, 2012			
Technical Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012			
Community Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012			
Public Participation				Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012			
Agency Public Education and Outreach		Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and final plans									
Alameda CTC Technical Work																
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans														
Polling					Potential Go/No Go Poll for Expenditure Plan											
Sustainable Communities Strategy/Regional Transportation Plan																
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013		Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan						Release Draft SCS/RTP for review						

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BayArea Plan

Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

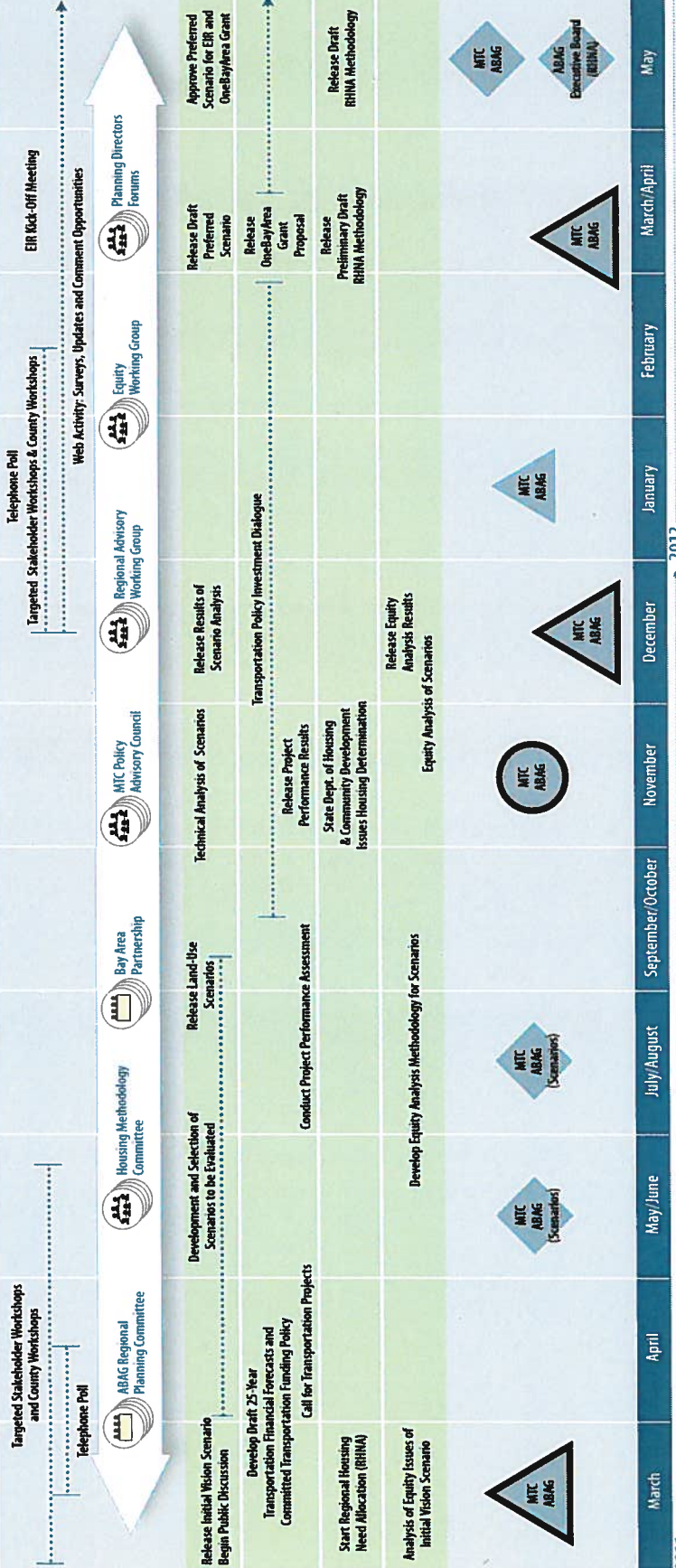
Phase Two
Actions/Decisions:

- Initial Vision Scenario
- Financial Forecasts
- Scenarios
- RHNA Methodology
- Preferred Scenario

Local Government and
Public Engagement

Milestones

Policy Board
Action



*Subject to change

Policy Board
Actions

Meeting for Discussion/
Public Comment

Decision

Document Release

JOINT document release by
MTC-ABAG and MTC

ABAG - ABAG Administrative Committee
MTC-MTC Planning Committee

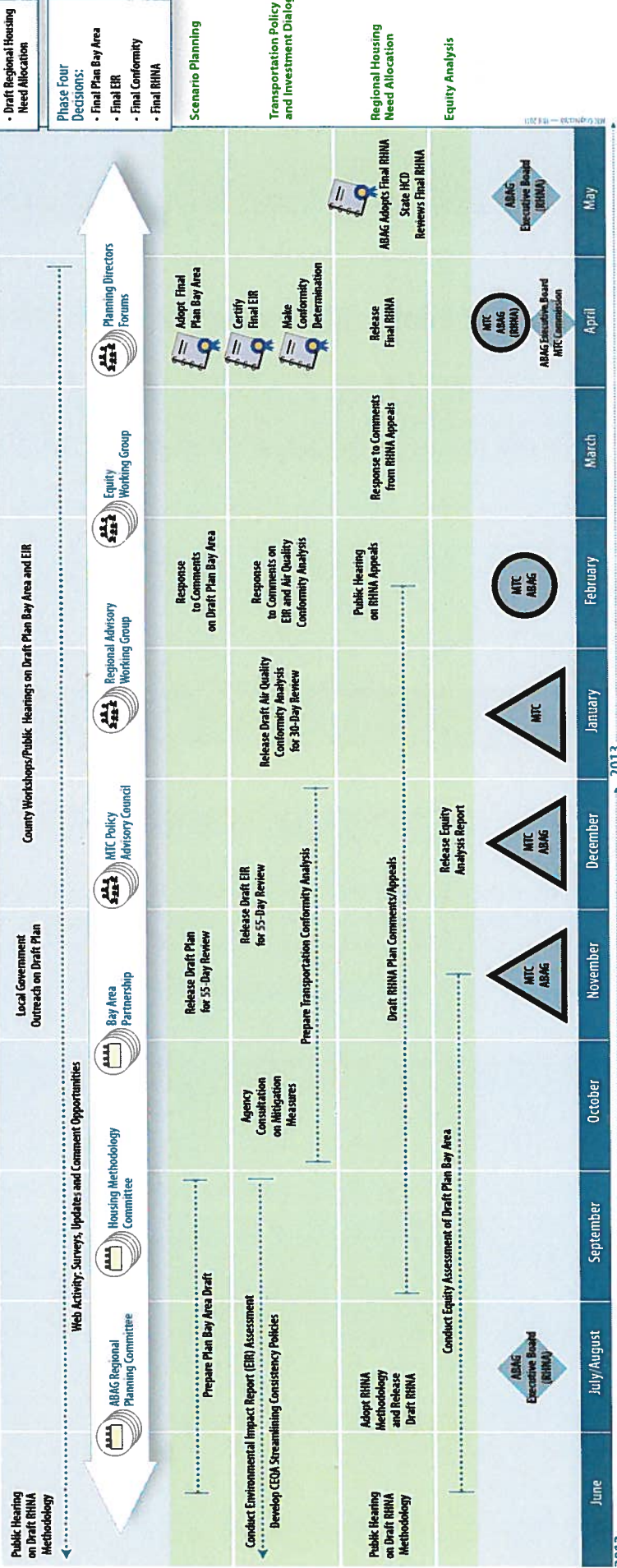
For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



*Subject to change

Policy Board Actions

Decision

Document Release

JOINT document release by MTC, ABAG and MTC

ABAG - ABAG Administrative Committee
MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Upcoming Advisory and Steering Committee Meetings Schedule

ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA

	Meeting Date/Function	Outcomes	Agenda Items
1	<p>CAWG February 3, 2011 2:30 – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes Receive overview and schedule of Initial Vision Scenario Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects Receive an outreach status update and approve the polling questions Discuss performance measures 	<ul style="list-style-type: none"> Update on CWTP-TEP Activities Since Last Meeting Update on Countywide and Regional Processes Discuss the initial vision scenario and approach for incorporating SCS in the CWTP Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy Outreach status update and <i>Steering Committee approval of polling questions</i> Continued discussion and refinement of Performance Measures Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
2	<p>CAWG March 3, 2011 2:30 – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4 p.m.</p> <p>Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.</p> <p>Steering Committee March 24, 2011 11 a.m. – 1 p.m.</p>	<ul style="list-style-type: none"> Receive an update on outreach Adopt Final Performance Measures Initiate discussion of programs Receive update on MTC Call for Projects and Alameda County approach Comment on transportation issue papers subjects Provide input to land use and modeling and Initial Vision Scenario (TAWG) Update on Initial Vision Scenario and Priority Conservation Areas (TAWG) Receive update and finalize Briefing Book Discuss committed funding policy 	<ul style="list-style-type: none"> Update on Outreach: Workshop, Polling Update, Web Survey <i>Approve Final Performance Measures & link to RTP</i> Discussion of Programs Overview of MTC Call for Projects and Alameda County Process Discussion of Transportation Issue Papers & Best Practices Presentation Discussion of Land use scenarios and modeling processes (TAWG) Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG) Finalize Briefing Book TAWG/CAWG/SC update
3	<p>CAWG April 7, 2011 2:30 – 5 p.m.</p>	<ul style="list-style-type: none"> Receive update on outreach activities Provide feedback on policy for projects and programs packaging Provide comments on Alameda County land use scenarios 	<ul style="list-style-type: none"> Update on Workshop, Poll Results Presentation, Web Survey Discuss Packaging of Projects and Program for CWTP Discussion of Alameda County land use scenarios

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Receive update on Call for Projects outcomes • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario 	<ul style="list-style-type: none"> • Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i> • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	<p>CAWG May 5, 2011 2:30 – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review outcomes of initial workshops and other outreach • Review outcomes of call for projects, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario • Receive information on Financial projections and opportunities • Title VI update and it's relation to final plans to CAWG & TAWG meetings 	<ul style="list-style-type: none"> • Summary of workshop results in relation to poll results • Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.</i> • Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i> • Title VI update • TAWG/CAWG/SC update
	No June Meeting		
5	<p>CAWG July 7, 2011 12:00 – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>CAWG/TAWG Joint July 21, 2011 1 – 3:30 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Project Evaluation 101 (CAWG only; 12 -1 p.m.) • Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Continue discussion of TEP parameters and financials • Provide feedback on proposed outreach approach for fall 2011 	<ul style="list-style-type: none"> • Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and financials • Discussion of fall 2011 outreach approach • Update on regional processes • TAWG/CAWG/SC update

	Meeting Date/Function	Outcomes	Agenda Items
6	<p>CAWG September 15, 2011 1 – 5 p.m.</p> <p>TAWG September 8, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee September 22, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of public meetings and second poll 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan Draft • Presentation/Discussion of TEP candidate projects • Refine the process for further evaluation of TEP projects • Discussion of upcoming outreach and polling questions • Update on regional processes • TAWG/CAWG/SC update
7	<p>CAWG October 6, 2011 2:30 – 5 p.m.</p> <p>Joint Steering Committee/CAWG October 7, 2011 Noon to 1:30 p.m.</p> <p>TAWG October 13, 2011 1:30 to 4 p.m.</p> <p>Steering Committee October 27, 2011 Noon to 3 p.m.</p>	<ul style="list-style-type: none"> • Update on first draft of Countywide Transportation Plan, including project and program financially constrained list • Comment on preliminary Transportation Expenditure Plan candidate programs and TEP outline • Receive update on second round of public meetings and second poll 	<ul style="list-style-type: none"> • Discussion of Transportation Expenditure Plan outline and preliminary programs and allocations • Update on public outreach and poll • Update on regional processes • TAWG/CAWG/SC Update • SC only – presentation on poll results
8	<p>CAWG/TAWG Joint November 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee November 17, 2011 12 – 3 p.m.</p>	<ul style="list-style-type: none"> • Comment on second draft of Countywide Transportation Plan • Review and provide input on first draft elements of Transportation Expenditure Plan Projects and Programs, Guidelines • Review results of second poll and outreach update 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan second draft • Presentation/Discussion of TEP Projects and Programs (first draft of the TEP) • Presentation on second poll results and outreach update • Update on regional processes • TAWG/CAWG/SC update
9	<p>Steering Committee December 1, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review and comment on TEP • Recommend CWTP and TEP to full Commission 	<ul style="list-style-type: none"> • Review and comment on TEP • Recommend CWTP and TEP to full Commission
10	<p>CAWG/TAWG Joint December 8, 2011 1:30 – 5 p.m.</p>	<ul style="list-style-type: none"> • Review 2nd draft CWTP and Evaluation Results • Review Final draft TEP • Outreach final report 	<ul style="list-style-type: none"> • Review 2nd draft CWTP and Evaluation Results • Review Final draft TEP • Outreach final report

	Meeting Date/Function	Outcomes	Agenda Items
11	CAWG/TAWG Joint January 12, 2012 1:30 – 5 p.m. Steering Committee January 26, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> • Discussion (as needed) on CWTP and TEP • Review final outcomes of outreach meetings 	<ul style="list-style-type: none"> • Presentation/Discussion of updates on CWTP and TEP • Adopt TEP (Steering Committee) • Presentation of Outreach Findings and next steps • Update on regional processes • TAWG/CAWG/SC update

Future Meeting Dates:

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

TAWG will continue to meet as needed through final adoption of MTC and ABAG's RTP/SCS anticipated for April 2013

Definitions

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
1 Business	Economic Development Committee (Oakland)	North	Ms.	Charissa M.	Frank
2 Business	California Alliance for Jobs.	CW	Mr.	Andy	Fields
3 CWC Organization	Alameda County Taxpayer's Association	CW	Mr.	Arthur B.	Geen
Civil Rights/Env./Social Justice/Faith-based Adv.	Transportation Justice Working Group	CW	Ms.	Chaka-Khan	Gordon
5 CWC Organization	League of Women Voters	CW	Mr.	Earl	Hamlin
6 Education	Alameda County Office of Education	CW	Ms.	Unique S.	Holland
Civil Rights/Env./Social Justice/Faith-based Adv.	Urban Habitat	CW	Ms.	Lindsay S.	Imai Hong
8 Alameda CTC Community Advisory Committee	Alameda CTC CAC	CW	Dr.	Roop	Jindal
9 Education	Oakland Unified School District, Board of Education	North	Mr.	David	Kakishiba
Alameda CTC Community Advisory Committee	Alameda CTC CWC	CW	Ms.	JoAnn	Lew
11 Health	Davis Street Family Resource Center	Central	Ms.	Teresa	McGill

Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
12 Civil Rights/Env./Social Justice/Faith-based Adv.	Genesis, and Corpus Christi Catholic Church (Piedmont)	North	Ms.	Gabrielle M.	Miller
13 CWC Organization	East Bay Bicycle Coalition	CW	Ms.	Betsy	Morris
14 Seniors/People with Disabilities	PAPCO	North	Ms.	Betty	Mulholland
15 Civil Rights/Env./Social Justice/Faith-based Adv.	United Seniors of Oakland and Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng
16 CWC Organization	East Bay Economic Development Alliance	CW	Mr.	James W.	Paxson
17 CWC Organization	Sierra Club	CW	Ms.	Patrisha	Piras
18 Civil Rights/Env./Social Justice/Faith-based Adv.	TransForm (Community Planner)	CW	Mr.	Joel	Ramos
19 CWC Organization	Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers
20 Business	Board of Director for the City of Fremont Chamber of Commerce	South	Dr.	Raj	Salwan
21 Civil Rights/Env./Social Justice/Faith-based Adv.	ElderCare (Fremont, CA) Ponderosa Square Homeowners Association	South	Ms.	Diane	Shaw
22 Alameda CTC Community Advisory Committee	Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire

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Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata
23 Health	Alameda County Public Health Department	CW	Ms.	Pam L.	Willow
24 Seniors/People with Disabilities	Alameda CTC PAPCO	North	Mr.	Hale	Zukas
25 Education	Vacancy	CW			
26 Health	Vacancy	CW			

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Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
1	North	Alex	Amoroso	Principal Planner, Planning Department	City of Berkeley
2	North	Aleida	Andrino-Chavez	Transportation Planner	City of Albany
3	North	Eric	Angstadt	Planning Director	City of Oakland
4	South	Marisol	Benard	Even Start Program Manager	New Haven Unified School District
5	North	Kate	Black	Planning Director	City of Piedmont
6	North	Jeff	Bond	Planning and Building Manager	City of Albany
7	East	Jaimee	Bourgeois	Senior Civil Engineer (Traffic)	City of Dublin
8	North	Charlie	Bryant	Director of Planning and Building	City of Emeryville
9	South	Mintze	Cheng	Public Works Director	City of Union City
10	Central	Keith R.	Cooke	Principal Engineer	City of San Leandro
11	North	Wendy	Cosin	Acting Director of Planning and Development	City of Berkeley
12	East	Brian	Dolan	Director of Community Development	City of Pleasanton
13	South	Soren	Fajeau	Senior Civil Engineer	City of Newark - Engineering Division
14	East	Jeff	Flynn	Planning Director	Livermore Amador Valley Transit Authority

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
15	Central	Don	Frascinella	Transportation Manager, PWD	City of Hayward
16	East	Susan	Frost	Principal Planner	City of Livermore
17	South	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District
18	East	Robin	Giffin	Senior Planner	City of Pleasanton
19	CW	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transportation Authority
20	South	Terrence	Grindall	Community Development Director	City of Newark
21	North	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning
22	North	Diana	Keena	Associate Planner	City of Emeryville
23	Central	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency
24	North	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department
25	South	Wilson	Lee	Transit Manager	City of Union City
26	Central	Tom	Liao	Planning and Housing Manager	City of San Leandro
27	Central East	Albert	Lopez	Planning Director	Alameda County
28	South	Joan	Malloy	Economic and Community Development Director	City of Union City

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
29	CW	Gregg	Marrama	Department Manager, Capital	BART
30	CW	Val	Menotti	Department Manager, Planning	BART
31		Neena	Murgai	Epidemiologist	CAPE
32	North	Matt	Nichols	Principal Planner, PWD	City of Berkeley
33	Central	Erik	Pearson	Senior Planner, Planning	City of Hayward
34	South	James	Pierson	Public Works Director	City of Fremont
35	East	Jeri	Ram	Community Development Director	City of Dublin
36	Central	David	Rizk	Development Services Director	City of Hayward
37	East	Marc	Roberts	Planning Director	City of Livermore
38	CW	Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail
39	North	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville
40	South	Jeff	Schwob	Interim Community Development Director	City of Fremont
41	North	Tina	Spencer	Director of Service Development and Planning	AC Transit
42	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
43	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton
44	CW	Lee	Taubeneck	Deputy District Director - District 4	Caltrans
45	North	Andrew	Thomas	Planning Services Manager	City of Alameda
46	North	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)
47	East	Bob	Vinn	Assistant City Engineer	City of Livermore
48	East	Marnie	Waffle	Senior Planner	City of Dublin
49	North	Bruce	Williams	Senior Transportation Planner	City of Oakland
50	CW	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans
51	Central	Karl	Zabel	Operations and Development Supervisor	Hayward Area Recreation and Park District (HARD)
Alt	South	Farooq	Azim	Principal Civil Engineer	City of Union City
Alt	South	Carmela	Campbell	Planning Manager	City of Union City
Alt	East	Gary	Huisingh	Director of Public Works	City of Dublin
Alt	CW	Nathan	Landau		AC Transit

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
Alt	North	Cory	LaVigne	Director of Service Development and Planning	AC Transit
Alt	Central	Larry	Lepore	Park Superintendent	Hayward Area Recreation and Park District (HARD)
Alt	North	Kate	Miller	Capital Planning/Grants Manager	AC Transit
Alt	CW	Bob	Rosevear	Associate Transportation Planner	Caltrans

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