



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

**Thursday, May 10, 2012, 1:30 to 3:30 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
- Discuss the Final TEP
- Discuss the Final Draft CWTP
- Discuss and receive the outreach toolkit and an update on TEP endorsements
- Receive an update on Alameda CTC policy, planning and programming next steps
- Receive an update on the student transit pass program
- 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 March 8, 2012 Meeting Minutes**
03 CAWG TAWG Joint Meeting Minutes 030812.pdf – Page 1

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

1:50 – 2:05 p.m. **5. Discussion on Final TEP**
05 Memo Final TEP.pdf – Page 19

Note: Final TEP available online at
[http://www.alamedactc.org/files/managed/Document/6898/
ALAMEDA_TEP_Final.pdf](http://www.alamedactc.org/files/managed/Document/6898/ALAMEDA_TEP_Final.pdf)

2:05 – 2:25 p.m. **6. Discussion on the Final Draft CWTP**
06 Memo Final Draft CWTP.pdf – Page 23

Note: Draft CWTP available online at
http://www.alamedactc.org/app_pages/view/3070

- 2:25 – 2:40 p.m. **7. Discussion on Outreach Toolkit, TEP Endorsements and Next Steps**
[07 Outreach Toolkit.pdf](#) – Handout at meeting
- 2:40 – 2:50 p.m. **8. Discussion on Alameda CTC Policy, Planning and Programming Next Steps**
[08 AlamedaCTC Policy Planning and Programming.pdf](#) – Page 27
- 2:50 – 3:10 p.m. **9. Discussion of Student Transit Pass Program**
[09 Student Transit Pass Program Draft Scope of Work.pdf](#) – Page 33
- 3:10 – 3:20 p.m. **10. SCS/RTP: Update on Countywide and Regional Processes** |
[10 Memo Regional SCS-RTP CWTP-TEP Process.pdf](#) – Page 69
- 3:20 – 3:25 p.m. **11. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** |
[11 CWTP-TEP Committee Meetings Schedule.pdf](#) – Page 85
[11A CAWG-TAWG Rosters.pdf](#) – Page 89
- 3:25 – 3:30 p.m. **12. Member Reports/Other Business** |
- 3:30 p.m. **13. Adjournment**

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

Staff Liaisons:

Tess Lengyel, Deputy Director of Policy,
Public Affairs and Legislation
(510) 208-7428
tlengyel@alamedactc.org

Beth Walukas, Deputy Director of Planning
(510) 208-7405
bwalukas@alamedactc.org

Diane Stark, Senior Transportation Planner
CAWG Coordinator
(510) 208-7410
dstark@alamedactc.org

Saravana Suthanthira, Senior Transportation Planner
TAWG Coordinator
(510) 208-7426
ssuthanthira@alamedactc.org

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.

This page intentionally left blank



**Alameda CTC Community Advisory Working Group (CAWG)
and Technical Advisory Working Group (TAWG) Meeting Minutes
Thursday, March 8, 2012, 1:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

Please see the attached attendee list.

Staff:

P Arthur L. Dao, Alameda CTC Executive Director
P Tess Lengyel, Deputy Director of Policy, Public
Affairs and Legislation
P Beth Walukas, Deputy Director of Planning
P Bonnie Nelson, Nelson\Nygaard

P Laurel Poeton, Assistant Transportation Planner
P Diane Stark, Senior Transportation Planner
P Saravana Suthanthira, Senior Transportation Planner
P Angie Ayers, Acumen Building Enterprise, Inc.

Guest(s): Please see the attached attendee list (Attachment A).

1. Welcome and Introductions

Tess Lengyel and Beth Walukas called the meeting to order at 1:35 p.m. The meeting began with introductions.

2. Public Comments

There were no public comments.

3. Review of January 12, 2012 Minutes

CAWG members requested changing Title IV to Title VI for Guideline 14 on page 4 of the minutes.

CAWG and TAWG members reviewed the January 12, 2012 meeting minutes and by consensus approved them with the above correction.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide (CWTP) and Transportation Expenditure Plan (TEP) activities since the last meeting. On January 26, 2012, the Commission approved the Final TEP. Staff is in the process of receiving endorsements from the city councils and Board of Supervisors (BOS) on the TEP. Tess mentioned that Alameda CTC has done a lot of work on the CWTP and discussion on both the CWTP and the TEP endorsements will occur later in the meeting.

5. Discussion on Polling Questions

Tess Lengyel informed the committee that after the discussion on the draft polling questions, the committee's comments will go to the Steering Committee on March 22, 2012. Staff has not set a date for the third and final poll.

Sara LaBatt with *EMC Research, Inc.* led the discussion on the polling questions. She mentioned the plan is to conduct 600 interviews that are 10-minutes long. The goal of the third poll is to test the ballot statement (the actual language that will be on the ballot for the measure) and to test elements of the expenditure plan. Refer to Attachment B for a summary of questions/feedback from the members.

Public comment:

- *Harriette Saunders affiliated with Alameda CTC Paratransit Advisory and Planning Committee, Citizens Watchdog Committee and East Bay Paratransit Service Review Advisory Committee* inquired about the poll participants. She said that she rides public transit and/or paratransit regularly. She speaks with many people about the current sales tax measure, Measure B. What people are really interested in is how it will work for them. Many new people are riding public transit due to gas prices, and Harriette wonders if the polling questions have considered the new ridership. She asked why the poll includes questions that inquire about race and party affiliation. Staff stated that each poll has questions related to demographics within the county. The party affiliation question also helps to ensure we have voter representation that is consistent with prior polls.

6. Discussion on City Council Approvals of the TEP and Alameda CTC Outreach Efforts

Tess Lengyel gave a status update on city council approvals of the TEP and Alameda CTC outreach efforts. Alameda CTC has received endorsements from seven cities on the Transportation Expenditure Plan to date: Emeryville, Fremont, Hayward, Livermore, Oakland, San Leandro, and Union City. Alameda CTC is scheduled to go to the AC Transit Board (moved up from April), the Board of Supervisors (BOS), City of Alameda and the City of Piedmont in March. In April, the Alameda CTC will go to the following cities and agencies for endorsement of the plan: Albany, BART, Dublin, Newark, and Pleasanton. The plan will go to Berkeley's city council in May. In May, staff will request the approval of the Commission to request that the BOS place the TEP on the ballot.

Alameda CTC is developing information materials for speaking to people around the county as follows:

- Fact sheets for every city that show the amount of Measure B funds the city currently receives, the amount the city will receive in one year, and the amount the city will receive for the life of the plan
- Fact sheets related to each planning area in the county
- Fact sheet by transportation mode
- Frequently Asked Questions, which Alameda CTC developed after visiting different organizations outside of the city councils

- Outreach Toolkit, which staff will provide to the Alameda County Technical Advisory Committee at the April 3, 2012 meeting and distribute to CAWG and TAWG members.

Staff is visiting many organizations and fairs around the county to spread the news about Alameda CTC and the TEP. If members are aware of groups or organizations that want information, Alameda CTC staff is willing to attend meetings and speak about the TEP.

Questions/feedback from the members:

- Have we achieved the majority of consent from the city councils? Staff stated that we need to receive the majority of the cities representing the majority of the population to get the approval of the BOS. As of Tuesday, March 6, Alameda CTC has achieved the majority of the population with the City of Oakland. One more city is needed to achieve the majority of the cities.
- The AC Transit Board has confirmed that it will consider the TEP on Wednesday, March 14.
- Will city staff have an opportunity to review the fact sheets for the cities? Staff stated that Alameda CTC can send the fact sheet if requested.
- At the city council meetings, is the TEP placed under consent or oral communications? Staff stated it varies from city to city and. even if the TEP is listed under consent, Alameda CTC will attend the council meetings. For example, the City of Union City had a presentation first and then moved the TEP to consent.

7. Discussion on the Final Draft CWTP

Beth Walukas gave a presentation on the final draft CWTP that provided an overview of the CWTP development. Beth reiterated that the CWTP is a long-range policy document that allocates all available funding for transportation investments in Alameda County through 2040. The CWTP is coordinated with the Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). To provide assurances to the group that the plan is changeable, she mentioned that the CWTP is updated every four years.

The Alameda CTC developed the CWTP using a new approach and met the challenge of a changing policy and regulatory environment by implementing performance-based measures that will measure progress against Alameda CTC goals. The final CWTP will conform to the land-use alternative to be adopted by the Association of Bay Area Governments (ABAG) and MTC in the final RTP/SCS that will be approved May 2012.

Beth stated that the CWTP was developed along with the TEP, which will provide a new funding source for the life of the plan. The Alameda CTC coordinated the development process of the CWTP and TEP including public outreach. Funding levels in the CWTP are dependent on the TEP passing in November 2012.

Beth mentioned that the CWTP addresses all modes, capital, operations, and maintenance needs. It also addresses new programs that will fund land-use linkages including freight and

demand management. The plan outline has not changed since the September 2011 administrative draft; however, many changes have occurred within the document. All publications completed in the process, which the CWTP references, are listed in the appendices and can be found on the website.

Beth stated that the total estimated funding available to Alameda County is \$9.5 billion, which does not meet the needs of the county. The call for projects resulted in \$13 billion in “need” for projects and programs, which requires the CWTP to be financially constrained to be consistent with the RTP. The financially constrained list includes the following:

- Committed projects
- Tier 1 projects
- Tier 2 projects
- Vision projects
- Programs

The idea of tiers is to move toward project delivery while developing projects and programs and having the projects in the vision we are working toward, because the CWTP is a long-term plan to revisit every four years.

Beth reviewed the key changes since the September 2011 administrative draft as follows:

- The total funding available for projects and programs increased.
- The plan incorporates clarifications from project sponsors in terms of title changes or project definitions.
- The plan aligns with the TEP for consistency in projects, programs, and funding levels.
- The plan aligns with the RTP/SCS for project costs and land-use assumptions to be consistent with the SCS.
- Three projects moved to the committed list: Crow Canyon Safety Improvements, Route 24/Caldecott Tunnel Enhancements, and Downtown Berkeley BART Plaza and Transit Area Enhancements.

Beth informed the group that 60 percent of the county’s \$9.5 billion in discretionary funding allocations will go toward programs. Many projects will be funded through programmatic streams of funding instead of by adding capital projects. For example, bicycle projects that close major gaps could be included in programs as well as in projects. Many program categories such as transit operations will benefit from projects such as “transit improvements” that improve transit efficiency.

Beth stated that as with the TEP, cities, transit agencies, and Alameda County are the largest “winners” in this plan because funding to the cities and the county will more than double for transit operations, local streets and roads projects, and paratransit. For the first time, bicycle and pedestrian funding is almost equal to highway funding. Other funding will extend further because of the total available for transit demand management, parking, outreach, and technology. The TEP also makes substantial commitments to transit and

bicycle and pedestrian projects. The TEP will fund a student transit pass program and 15 percent of local streets and roads funds will fund bicycle and pedestrian project elements.

Beth stated that this is the first time the county has used a performance-based methodology to evaluate projects and programs to account for greenhouse gas (GHG) emissions, public health and safety, transit performance and usage, environmental justice, and modal shifts. Alameda CTC will conduct a final performance evaluation when the SCS and RTP are completed.

The accessibility performance measures show consistent improvements throughout the county, especially for access to transit. The strongest access improvements occur for the lowest income quartile. The CWTP GHG emissions in prior testing were reduced: 0.3 percent for baseline scenarios and 1.7 percent for Tier2/Vision scenarios. These estimates show reductions from transportation projects and programs and do not include the land use in adjacent counties or at the regional level. Another way to look at GHG emissions is on a per capita basis, similar to MTC's classification for the RTP and SCS. Calculating GHG emission reductions using per capita for the CWTP shows 24 percent for Tier 1 scenario and 25 percent for Tier 2/Vision scenario.

The next steps for the CWTP are:

- Staff receives comments on the final draft plan by March 14 and includes the comments in the Steering Committee March 24 packet.
- The Steering Committee and the Commission approve the Final Draft CWTP in May 2012.
- ABAG/MTC incorporates the final land use scenario adopted by MTC with the RTP/SCS in May 2012.
- Alameda CTC will conduct a final round of evaluation, if needed in June 2012.
- Alameda CTC will revise the CWTP, if needed, and release it in July 2012.
- The BOS will place the TEP on the November 2012 ballot.

Questions/feedback from the members:

- How does the description of each transportation mode in the plan relate to performance measures? Staff stated that the information is in the evaluation memo, which is in the appendix.
- Figures 3-5 *Growth in Population and Employment* shows a population growth of 780,000 people from 2005 to 2035, and Figure 4-6 *Future Household and Jobs Distribution to Jurisdictions (2010-2035)* shows 152,000. Is there a discrepancy? Staff stated that these figures will match when the report goes to the Steering Committee later in the month.
- Figure 6-5 *Summary of Program Funding by Category* on pages 6 to 20 appears to be lacking in detail for the categories in terms of total program costs. For the Transit & Paratransit – Operations & Maintenance category consider breaking out transit from paratransit and listing each transit operator under transit. This will help provide information on how close we are to meeting the program needs. Staff stated that the total cost can be provided. Alameda CTC didn't expand out the transit on the

TEP, and the goal was to make the TEP and the CWTP consistent. Staff will look into separating transit and paratransit. In regard to the programs, Alameda CTC does not have the full identification of need, only what was submitted in the call for projects. As we go forward, Alameda CTC will research the need by transit operator.

- For Tier 1 regional projects, how will we know if these projects will receive regional funding? Staff stated that they talked to MTC about this and listed the projects that will get regional funding.
- Will Figure 4-4 *Draft Map of Alameda County Priority Development Areas and Growth Opportunity Areas (PDA and GOAs)* be updated? Staff stated that the map is out of sync and will be updated.
- What is the Alameda CTC budget for regional funding? Staff stated that MTC will release the transportation investment strategy in April.

8. SCS/RTP: Update on Countywide and Regional Processes

ABAG will release the draft preferred SCS at the Joint MTC Planning and ABAG Administrative Committee meeting on March 9. Beth will attend the meeting and will bring the results back to CAWG/TAWG. MTC will release the draft transportation investment strategy in April at the joint committee meeting. Compelling cases are being developed for the following low-performing projects:

- Dumbarton Rail
- Union City Intermodal
- State Route 84 Widening
- State Route 84/I-680 Interchange
- Capital Corridor

9. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps

None

10. Member Reports/Other Business

Joel Ramos stated that TransForm has not taken a position on TEP. He stated that an analysis appears on the TransForm blog, and he requested that the group read the analysis to help determine their position on the TEP.

11. Adjournment

The meeting adjourned at 3:25 p.m. The next joint CAWG/TAWG meeting is on Thursday, May 10, 2012.

Alameda County Transportation Commission
Community Advisory Working Group
Thursday, March 8, 2012

Category	Organization	Planning Area	Title	First Name	Last Name	Signature
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	
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

Thursday, March 8, 2012

Category	Organization	Planning Area	Title	First Name	Last Name	Signature
Civil Rights/Env./Social Justice/Faith-based Adv.	Genesis, and Corpus Christi Catholic Church (Piedmont)	North	Ms.	Gabrielle M.	Miller	
CWC Organization	East Bay Bicycle Coalition	CW	Ms.	Betsy	Morris	
Civil Rights/Env./Social Justice/Faith-based Adv.	United Seniors of Oakland and Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng	
CWC Organization	East Bay Economic Development Alliance	CW	Mr.	James W.	Paxson	
CWC Organization	Sierra Club	CW	Ms.	Patrisha	Piras	
Civil Rights/Env./Social Justice/Faith-based Adv.	TransForm (Community Planner)	CW	Mr.	Joel	Ramos	
CWC Organization	Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers	
Business	Board of Director for the City of Fremont Chamber of Commerce	South	Dr.	Raj	Salwan	
Civil Rights/Env./Social Justice/Faith-based Adv.	ElderCare (Fremont, CA) Ponderosa Square Homeowners Association	South	Ms.	Diane	Shaw	
Alameda CTC Community Advisory Committee	Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire	
Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata	


Alameda County Transportation Commission Community Advisory Working Group Thursday, March 8, 2012

	Category	Organization	Planning Area	Title	First Name	Last Name	Signature
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				

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)



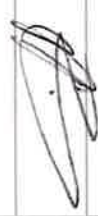
Thursday, March 7, 2012

	Planning Area	First Name	Last Name	Title	Business Name	Signature
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	Central	Don	Frascinella	Transportation Manager, PWD	City of Hayward	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

Thursday, March 7, 2012

	Planning Area	First Name	Last Name	Title	Business Name	Signature
15	East	Susan	Frost	Principal Planner	City of Livermore	
16	South	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District	
17	East	Robin	Giffin	Senior Planner	City of Pleasanton	
18	CW	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transportation Authority	
19	South	Terrence	Grindall	Community Development Director	City of Newark	
20	North	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning	
21	North	Diana	Keena	Associate Planner	City of Emeryville	
22	Central	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency	
23	North	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department	
24	South	Wilson	Lee	Transit Manager	City of Union City	
25	Central	Tom	Liao	Planning and Housing Manager	City of San Leandro	
26	East	Albert	Lopez	Planning Director	Alameda County	
27	South	Joan	Malloy	Economic and Community Development Director	City of Union City	
28	CW	Gregg	Marrama	Department Manager, Capital	BART	
29	East	Paul	Matsuoka	Executive Director	Livermore Amador Valley Transit Authority	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

Thursday, March 7, 2012

	Planning Area	First Name	Last Name	Title	Business Name	Signature
30	CW	Mona	Mena	Program Specialist, Emergency Medical Services	Alameda County Public Health Department	
31	CW	Val	Menotti	Department Manager, Planning	BART	
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 <i>South</i>	Tina	Spencer	Director of Service Development and Planning	AC Transit	
42	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency	
43	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

Thursday, March 7, 2012

	Planning Area	First Name	Last Name	Title	Business Name	Signature
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	
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	

***Alameda County Transportation Commission
Community Advisory Working Group and Technical Advisory Working Group
GUEST Sign-in
Thursday, March 8, 2012***

[illegible]

MEMORANDUM

TO: Tess Lengyel, ACTC
FROM: Sara LaBatt, EMC Research
RE: Draft Survey Comments from CAWG/TAWG meeting 3/8/12
DATE: March 15, 2012

A third and final voter survey is planned for Alameda CTC on the ballot measure to augment by ½ cent and extend the current transportation sales tax in Alameda County in perpetuity. This is a shorter survey than the last two, and is intended to provide the Authority with a final opportunity to assess likely support for a measure, understand the measure's strengths and potential vulnerabilities, as well as understand how the major elements of the expenditure plan are viewed. This survey will be administered to a representative sample of 600 likely November 2012 voters in Alameda County, and will take a respondent approximately 10 minutes to complete.

A draft questionnaire was presented to the joint CAWG & TAWG meeting on Thursday, March 8, 2012. This memorandum summarizes the comments made at that meeting (*italics in sub-bullets represents staff responses*).

General comments

- Why are we polling? Do we want to know what resonates, what we should be communicating about?
- The questionnaire seems too long, will voters be willing to take the survey?
- Will there be any geographic over- or undersampling for this survey, as we have done in the prior surveys?
 - *There is no adjustment planned by geography for this survey, it is planned as a countywide random sample.*
- What is the timing for this survey?
 - *The draft questionnaire will be reviewed by the Steering Committee on 3/22/12. The specific timing of the interviewing is not yet finalized, but results will be brought back through committees sometime in May.*
- What if reauthorization passes first? Will that affect people's likelihood to support a local measure like this?
- There are lots of new transit riders due to recession and high gas prices, does this measure work for transit riders, especially new transit riders?
- Why are we asking about race & party affiliation? These should not relate to support for a measure.

Ballot question (questions 6, 28, 33)

- The ballot question is not clear on the issue of perpetuity, does not state that directly. It does not seem honest.
- The word “citizen” is supposed to be removed from ballot question.
- The ballot question says voter reapproval every 20 years, but isn’t the TEP a 30 year plan?
- Is this the actual language that will be used on the ballot? That is what we should be testing.
- Intro to question 6 – Should we say “will” be on the ballot, as opposed to “may” be on the ballot?
- Should we ask about a permanent measure versus a 20-30 year measure?

Elements of TEP (questions 7 - 27)

- There should be more specific language about potholes and repaving – smoother pavement, and in a better state of repair.
- What were the criteria for what to keep in this section from prior surveys?
- Why did we drop the Bay Fair BART connector question, but keep others?
- Question 11 – the grammatical structure does not parallel other questions in the section.
- Question 11 – Is this meant to be a reference to TOD?
- Do voters know what a “transit center” is?
- Question 13 – Express and rapid bus are different. If this question is about BRT, we should just talk about rapids. We should talk about reliability, safety, efficiency of buses.
- Why does question 14 ask about “critical” funding for BART to Livermore, but question 15 about (Dumbarton trains and buses) does not? Why does BART to Livermore get the word critical?
- Suggest redesigning question 24 to more explicitly test the concept of permanency

Messages (questions 29 - 32)

- Can we be more explicit about the tradeoffs in this section – would you rather fund x or y?
- Need to better understand effects of other tax measures and voter fatigue – how will that impact vote on this measure?
- Question 30 has grammatical errors.
- Question 30 – Can we omit “all” from the first sentence (change “all the wrong priorities” to “the wrong priorities”)?
- Question 30 is “the kitchen sink of negativity” – Can this be split into multiple questions so we know what they are reacting to in their response?
- Question 30 uses “normal English” – “doubling the sales tax and extending it forever.” Can we use more normal English in the rest of the questionnaire?

- Question 30 says this measure is not fixing what we have, reducing driving and greenhouse gas emissions, improving the mobility and health of our communities, spending equally across all parts of the county, or reflecting good long-term transportation planning. Aren't we doing those things with this measure?
- Can question 32 be rephrased to more directly ask if local or state funding measures are more important to them?
- Question 32 should ask more directly – "several proposals are on the ballot to raise state taxes, are you more/less likely to vote for this measure if there are state measures?"

This page intentionally left blank



Memorandum

DATE: May 3, 2012

TO: Community Advisory Working Group/Technical Advisory Working Group

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Beth Walukas, Deputy Director of Planning

SUBJECT: Final 2012 Transportation Expenditure Plan – May 2012

Discussion

The 2012 Transportation Expenditure Plan was developed in conjunction with the long-range Countywide Transportation Plan and will serve as a major funding source for projects and programs identified in the plans. The TEP and CWTP have been aligned so that all the projects and programs in the TEP are included in the CWTP. The TEP must receive approvals from the majority of the cities representing the majority of the population in Alameda County and the Board of Supervisors. This target has been reached and May marks the final approvals from cities as well as a request from the Alameda CTC Board to the Board of Supervisors that they take action to place the measure on the November 6, 2012 ballot.

The May 2012 Final TEP can be found at www.alamedactc.org.

Background on Development of the 2012 Alameda County Transportation Expenditure Plan

The Transportation Expenditure Plan was developed in conjunction with the long-range Countywide Transportation Plan, which is updated every four years and serves as Alameda County's input into the long-range regional transportation plan. These long-range plans guide federal, state and regional funding investments. The 2012 TEP will provide significant investments in projects and program funding and each of the projects and programs included in the TEP have also been incorporated into the CWTP. The ballot measure supported by the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent henceforth. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.8 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future at minimum every 20 years thereafter.

Both the TEP and CWTP were developed with the guidance from a steering committee of elected officials and input from two advisory committees (Community and Technical), and by incorporating key findings from polling and outreach over the past two years. Public engagement and transparency were the foundations of the development of the CWTP and the TEP. 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 includes significant accountability measures that were developed during the extensive public engagement process, including, but not limited to, the following:

- **Comprehensive Plan Update Schedule:** Voters will vote on a new expenditure plan at minimum every 20 years, after the initial 30 year funding period. The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.
- **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.
- **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.
- **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.
- **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.
- **Agency Commitments (Performance and Accountability Measures):** To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.
- **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 for one-year time extensions.

- **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.
- **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.
- **Funding Formula Updates:** The plan include a provision that will allow all funding formulas to be revisited within the first five years to ensure that overall goal of maintaining equity among planning areas and individual jurisdictions.
- **Capital Improvement Program Updates:** Projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

During February, March, April and May, staff has been making presentations and seeking support from all cities in Alameda County, the Board of Supervisors, AC Transit and BART, as well as many other organizations. The following jurisdictions and organizations have taken formal support positions on the TEP:

- Alameda County Board of Supervisors
- City of Fremont
- City of Livermore
- City of Union City
- City of Hayward
- City of Emeryville
- City of San Leandro
- City of Oakland
- City of Piedmont
- City of Albany
- City of Dublin
- City of Pleasanton
- City of Newark
- AC Transit
- BART
- California State Assembly members
- Congressman Stark
- Congressman McNerney
- Lawrence Livermore National Laboratory
- Sandia National Laboratories
- Pleasanton Chamber of Commerce
- Fremont Chamber of Commerce
- Livermore Chamber of Commerce

- Bay Area Council
- Bay Planning Coalition
- Engineering & Utility Contractors Association (EUCA)
- Port of Oakland (letter of support, full Port Commission to take a support position on May 31)
- United Seniors of Oakland and Alameda County
- East Bay Bicycle Coalition
- Albany Strollers and Rollers

Next Steps

On May 24th, both the Steering Committee and the Alameda County Transportation Commission are scheduled to take action on the Final TEP and request that the Board of Supervisors place it on the November 2012 ballot.



Memorandum

DATE: May 3, 2012

TO: Community Advisory Working Group/Technical Advisory Working Group

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Final Draft 2012 Alameda Countywide Transportation Plan – May 2012

Discussion

Every four years, the Alameda County Transportation Commission (Alameda CTC) updates its Countywide Transportation Plan (CWTP) concurrently with the update of the Regional Transportation Plan. This update of the CWTP is unique from past plan updates in that it has been developed:

- Under the guidance of a Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG);
- With extensive public input, including outreach through public workshops, polls, online questionnaires and in-person small group dialogues using an outreach toolkit;
- Simultaneously with the development of a new transportation sales tax expenditure plan (TEP), which was adopted by the Alameda CTC on January 26, 2012;
- In a new policy environment, including AB 32 and SB 375 which requires the development of the Sustainable Communities Strategy;
- Using a performance based approach;
- By a new sponsoring agency, Alameda County Transportation Commission.

Since CAWG and TAWG reviewed the Draft CWTP in March, comments have been incorporated and are described below. The May 2012 Final Draft CWTP can be found at www.alamedactc.org.

Background on Development of the 2012 Alameda Countywide Transportation Plan

The Countywide Transportation Plan is the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. It addresses all parts of the transportation system, including capital, operating and maintenance of all modes of travel and addresses transportation programs that serve varying needs throughout the county, such as paratransit, services for seniors and people with disabilities and safe access to schools. The Draft Final CWTP establishes a vision and goals for Alameda County's transportation system that implement the requirements of state legislation and the new emphasis on sustainability at the regional level. Based on the adopted vision and goals, specific performance measures were

developed to provide an objective and technical means to measure how well projects and programs performed together. This performance based approach led to a more systematic and analytical selection process for investment priorities and will allow for ongoing monitoring of the performance of investments to inform future decision making and enable adjustments to be made as necessary as the plan is updated every four years.

Additionally, this update of the CWTP places increased emphasis on the connection between land use planning, transportation improvements and sustainability. The demographic forecasts used in the evaluation process were based on the Alameda County Draft Land Use Scenario Concept developed locally through an extensive 18 month process coordinated by the Alameda CTC and city planning directors. The local land use scenario was developed in coordination with ABAG and MTC's efforts and has helped inform the SCS process. Ultimately the land use scenario used in the final CWTP will be the same as the land use alternative adopted by ABAG and MTC in the Final RTP/SCS, which is scheduled for May 2012.

The Countywide Transportation Plan was developed in conjunction with a new Alameda County Transportation Expenditure Plan, which will provide significant investments in projects and program funding. The ballot measure supported by the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future every 20 years thereafter. The passage of the TEP would mean that 77 percent of Alameda County's discretionary budget is self-funded through local sales tax and vehicle registration fee.

The Countywide Transportation Plan was developed with the guidance from a steering committee of elected officials and input from two advisory committees (Community and Technical), and by incorporating key findings from polling and outreach over the past two years. Public engagement and transparency were the foundations of the development of the CWTP and the TEP. 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.

Key Changes between the March 2012 Drafts and the May Final Draft CWTP

In March 2012, the CAWG and TAWG reviewed the Draft CWTP and submitted comments. These comments were incorporated into the document and presented to the Steering Committee, who released the Draft CWTP for review and comment. Presentations were made to ACTAC, Bicycle/Pedestrian Advisory Committee, the Planning, Policy and Legislation Committee, and the Commission in April 2012. Substantive changes incorporated into the May 2012 version of the CWTP from CAWG, TAWG, Steering Committee and other Committees are highlighted below.

- Chapter 3: Updates were made to the data presented in the bicycle and pedestrian section to incorporate the most recent collision data and provide clarification.
- Chapter 4: The Jobs-Housing Scenario was added to Figure 4-6; the demographic estimates were made consistent between Chapters 3 and 4; the most up to date Priority Development Area listings and maps were obtained from ABAG and replaced in Chapter 4.
- Chapter 5: Minor Changes were made to regional revenue projections in Figure 5-2 to be consistent with regional estimates.
- Chapter 6: Minor changes were made to the lists (Figures 6-1 to 6-5) to conform CWTP lists with the Regional Transportation Plan and the corresponding updates were made to charts and graphs; maps of the projects were added; additional language was added to clarify that while the Community Based Transportation Plan category was eliminated as an independent category, all of the investments identified in those plans remain eligible for funding under other categories; additional language was added to summarize what the investment strategies identified in the community based transportation plans are and to reference the projects contained within the CBTP plans in the Final Draft CWTP Appendix H; additional language added to programmatic categories to clarify that “need” was based on the call for projects and programs or other local and regional studies and does not represent a comprehensive estimate of need for programmatic categories.
- Chapter 6 & 7: Language was added to address Title VI requirements and equity analysis.

Next Steps

The Countywide Transportation Plan is a living document and is updated every four years. The plan will be finalized once MTC and ABAG have adopted the regional Sustainable Communities Strategy and transportation investment strategy currently expected in April 2013, upon completion of the EIR. When the CWTP is finalized will depend on decisions made by MTC and ABAG between now and then, but will be done by Summer 2013 or before.

This page intentionally left blank



Memorandum

To: Community Advisory Working Group/Technical Advisory Working Group

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning
Stewart Ng, Deputy Director of Projects and Programming

Date: May 7, 2012

Subject: **Overview of Policy, Planning and Programming Activities and Next Steps**

Recommendation

This is an informational item to provide an overview and seek input on the implementation timeline for Policy, Planning and Programming activities for FY 2012/2013.

Summary

The Alameda CTC will mark its second year anniversary of the newly formed agency in July 2012. The first two years focused on final merger activities between the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA); development of two new long-range plans which will guide the direction of funding for projects and programs through 2042, if approved; on-going programming of existing funding sources; and implementation of state bond funded, Measure B funded and on-going projects.

The next fiscal year will continue many of these activities; however, a new approach will be implemented to more closely align the integration of policy development with the updated Countywide Transportation Plan (CWTP) and the 2012 Transportation Expenditure Plan (TEP) priorities, and the programming of funding that will support the projects and programs included in the CWTP and TEP. Further, the TEP, if approved by voters in November 2012, will allocate funding through strategic plans that fold into the Alameda CTC's Capital Improvement Program (CIP), which is updated every two years as part of the Congestion Management Program (CMP). This overview of policy development, planning and programming is intended to share the extent and timeline of activities expected in FY 2012-2013 to further Alameda CTC's work in delivering effective and efficient transportation investments to the public.

Background

Policy, planning and programming are integrally related as elements that ultimately guide the delivery of projects and programs throughout the County. Alameda CTC staff is coordinating the implementation of several different policies for development with planning and programming efforts.

Policies: In the coming year, several policies will be developed that will address administrative, planning and programming efforts. These include the following:

- **Funding:** Develop in coordination with multi-disciplinary staff a policy on funding that establishes a comprehensive program aimed at strategically integrating local, state and federal funding sources to support the funding needs of the county as identified in the CWTP and TEP. This will include policies to focus the CIP development and implementation as part of the CMP.
- **Administrative Code:** Evaluate and bring recommendations for changes to the administrative code to reflect necessary changes to the agency that support current administrative and legislative needs (i.e. ACTAC structure must reflect transportation and land use integration).
- **Complete Streets:** Develop a process for preparation of a complete streets policy and implementation guidelines for Alameda CTC that meets the current Measure B contract requirements and proposed future programs, such as the One Bay Area Grant Program (OBAG) proposal. Establish a timeline for implementation in coordination with planning and programming to develop a policy statement and guidelines by December 2012. This effort will include technical information, resources, and technical expert presentations and will be done in a collaborative way to increase the overall technical expertise in the County for effective implementation of policies developed and adopted through this process.
- **Transit Oriented Development/Priority Development Area Transportation Investment Strategy:** Similar to complete streets above, establish a process for development of a TOD/PDA policy that can be integrated into the current MPFAs as well as to use for the new sales tax measure and OBAG proposal requirements. Issues that will need to be addressed include affordable housing and displacement and economic development/jobs.
- **Procurement Policy:** Develop in coordination with finance and contracts administration (as well as planning, projects and programming) an agency procurement process that addresses the contracting policies for local and small local businesses with local funds (Measure B and VRF), as well as the general contracting for all fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. The coming year anticipates closer working relationships with Alameda County jurisdictions during the development of the legislative program.

Planning: In the coming year, several planning studies will be undertaken as identified through the Countywide Transportation Plan and the Regional Transportation Plan, and requirements established by MTC for the OBAG proposal, anticipated to be adopted by MTC in May 2012. Several of these planning studies are directly linked to the policy development efforts identified above and include the following:

Ongoing Planning Activities to complete Major Plans

- Develop and adopt the Countywide Transportation Plan in tandem with Transportation Expenditure Plan (May 2012)
- Develop and adopt the Countywide Bicycle and Pedestrian Plans as part of CWTP (July/September 2012)
- Coordinate Alameda CTC plans with the development of the Regional Transportation Plan and Sustainable Communities Strategy
- Conduct and adopt the 2012 LOS Monitoring Study
- Produce the Annual Performance Report and Guaranteed Ride Home Annual Report

New Planning Activities in FY 2012-2013

- Develop a Comprehensive Countywide Transit Plan that tiers from the on-going regional Transit Sustainability Project
- Building on Guaranteed Ride Home Program, develop a Comprehensive TDM Program, including parking management
- Develop a Goods Movement Plan that tiers from the regional Good Movement Plan and the Alameda County Truck Parking Feasibility Study recommendations
- Conduct a multimodal Corridor Study to maximize mobility and management of regionally significant arterial corridors
- Develop Complete Streets guidelines with policy development noted above
- Develop a TOD /PDA Transportation Investment Strategy in conjunction with policy development noted above that includes a feasibility study to design a Community Design Transportation Program similar to VTA's to incentivize the integration of transportation and land use, short and long-term policies to promote infill development, and development of a CEQA mitigation toolkit and area/sub-region Community Risk Reduction Plans
- Develop a Countywide Community Based Transportation program that includes updating current CBTPs and incorporating new Communities of Concern
- Update the countywide travel demand model to incorporate a 2010 base year, 2010 census data and the SCS adopted land uses
- Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes such as SFCTA's Automobile Trip Generated measure
- Begin 2013 Congestion Management Program update

Programming: In the coming year, Alameda CTC will continue work on programming efforts for the various fund sources managed by the agency. Programming efforts will be directly linked to the policy direction as noted above and per the priorities identified in the adopted planning documents. Programming at Alameda CTC includes the following fund sources:

- **Measure B Program Funds:** These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Bicycle and Pedestrian Safety Funds
 - Local Streets and Roads/Local Transportation
 - Mass Transit
 - Paratransit
 - Transit Center Development Funds
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
- **2012 Transportation Expenditure Plan:** Passage of the 2012 Expenditure Plan in November will bring significant new funding amounts that will be programmed through new methods. Programming all of the new Measure funds will be through the CIP process and will also include several new programs, such as a Student Transit Pass Program, Major Commute Corridors, Sustainable Transportation and Land Use Linkages, Freight and Economic Development, and Innovation and Technology. Many of the policy and planning activities described above will flow into the funding allocation methods for the new TEP.
- **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
 - Local streets and roads (60 percent, allocated through MPFA)
 - Transit (25 percent, allocated through discretionary program)

- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Surface Transportation Program: The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). In the coming years, MTC will implement the OBAG program which will combine both STP and CMAQ funds also described below. MTC is scheduled to adopt the OBAG program in May 2012 which will guide over \$61 million of federal funds over a four year period in Alameda County.

Congestion Mitigation & Air Quality Program: The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. These funds have primarily been programmed to bicycle and pedestrian projects and Transportation for Livable Communities (TLC) projects. These funds will also be allocated through the adopted OBAG program. CMAQ will be part of the \$61 million in federal funds in Alameda County.

State Transportation Improvement Program: Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions. In the coming year, Alameda CTC will begin working on the 2014 STIP.

Transportation Fund for Clean Air Program (TFCA): State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP): The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute, Surface Transportation Funds and State Proposition 1B funds.

Implementation Timeline

The Alameda CTC Policy, Planning and Programming staff are developing specific timelines for implementation of all the policies, plans and programming efforts described above in FY 2012-13. These activities will be done in close coordination with ACTAC. Staff will provide a timeline and share Alameda CTC's implementation schedule at the ACTAC meeting in June as described below.

- May 2012: ACTAC, PPC, PPLC review and discussion of policy, planning and programming activities
- June 2012: Release of implementation timeline resulting from actions pursuant to adoption of the Alameda CTC budget and OBAG
- July 1 through June 30, 2013: Implementation of policy, planning and programming efforts

Key Questions for Consideration

- Do the policies, plans and programming items noted above align with local priorities for developing plans, providing resources and implementing projects and programs?
- Are there other areas of support jurisdictions need regarding the following:
 - Support for regional activities, such as the OBAG grant? Are there other things necessary to ready Alameda County for future OBAG cycles?
 - Support for countywide efforts such as passage of the 2012 TEP, implementation of new policies, plans or programming efforts?

Fiscal Impact

There is no fiscal impact at this time.



Memorandum

To: Community Advisory Working Group/Technical Advisory Working Group

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

Date: April 30, 2012

Subject: **Update on Student Transit Pass Program in 2012 Transportation Expenditure Plan**

Recommendation

This is an informational item to provide an update on the development of an Alameda County Student Transit Pass program included in the 2012 Transportation Expenditure Plan.

Summary

During the development of the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP), student transit pass programs were discussed for inclusion in both plans and an application was submitted by the Alameda County Office of Education for a free student pass program for grades 6 – 12. The approved 2012 TEP includes language to support a student transit pass program for an initial 3-year period. The TEP also includes language to fund successful models that result from the initial three year program.

In September 2011, a presentation was made to the Alameda CTC Steering Committee that summarized current student transit pass fares in the Bay Area, as well as case studies of student transit pass programs across the country. In January 2012, the Alameda CTC approved the TEP which included the student transit pass program as noted above. The direction to staff for this particular program was to develop a scope of work to bring back to the Steering Committee and Commission for consideration. This work was initiated in January 2012. There is currently no funding available to implement a student transit pass program in Alameda County. Funding for the program would come from the passage of the 2012 Transportation Expenditure Plan. This memorandum provides an update on the development of the student transit pass program development.

Background

The purpose of the student transit pass program is to expand students' access to schools via transit by testing different models of student transit programs for middle-school and high-schools students in Alameda County. The program will serve different areas of the County, and students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

To develop a draft scope of work, on January 31, 2012, Alameda CTC staff initiated a Student Transit Pass Program group consisting of interested stakeholders during the development of the TEP. Attachment A includes a list of participants. This group met three times from January through April to discuss the following elements of a student transit pass program:

- Program Objectives
- Program Parameters (geographic differences, eligibility, program days and hours of operation, technology, ability to leverage other programs)
- Potential Partners (schools, transit, funding)
- Evaluation Methods (performance measures)
- Program Oversight and Review of Effectiveness (who will oversee, who will evaluate effectiveness, who will report to the public)
- Funding Partners (the program will need partnerships, including for funding)

Based upon the feedback received during each of these meetings, Alameda CTC developed a scope of work that could be released through a Request for Proposals (RFP), and submitted the draft program scope for broad review to meeting participants, transit operators, school districts, MTC and other interested parties. The draft scope was released on April 16th (Attachment B) and comments were requested by April 30 (Attachment C).

The objectives as identified in the draft scope of a Student Transit Pass program are as follows:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates
- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestion around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

Implementation Timeline

The DRAFT Preliminary Schedule Outline is below:

- May 2012: Alameda County Transportation Commission review of Draft Scope of Services, which includes input from schools, transit operators, other interested parties
- June/July 2012: Final approval of Scope of Services
- July/September 2012: Release of Request for Proposals

- September 2012: Initial Pre-Bid Conference
- November 2012: Passage of 2012 Alameda County Transportation Expenditure Plan on November ballot, which will serve as a major funding component for the program
- November 2012: Second Pre-Bid Conference, post-election
- January 2012: Proposals Due to Alameda CTC
- February 2012: Interviews of Top-Ranked Teams
- March 2012: Approval of Top-Ranked Team and Contract initiation

Fiscal Impact

There is no fiscal impact at this time.

Attachments

A: Student Transit Pass Program development participants

B: Draft Scope of Work for Student Transit Pass Program

C: Comments Submitted by April 30, 2012

This page intentionally left blank

Student Transit Pass Program Contacts

First Name	Last Name	Affiliation	Email
Alameda CTC Board	22 Members and 20 Alternates	Alameda County Transportation Commission	
Alameda County Technical Advisory Committee	24 Members	Alameda County Transportation Commission	
Beverly	Greene	AC Transit	bgreene@actransit.org
Nathan	Landau	AC Transit	Nlandau@actransit.org
Sue	Lee	AC Transit	slee@actransit.org
Tina (Konvalinka)	Spencer	AC Transit	TSpencer@actransit.org
Victoria	Wake	AC Transit	vwake@actransit.org
Unique S.	Holland	Alameda County Office Of Education	uholland@acoe.org
Lucy	Bryndza	Albany - Albany Middle School	lbryndza@ausdk12.org
Peter	Parenti	Albany - Albany Middle School	pparenti@ausdk12.org
Marty	Place	Albany - Albany Middle School	mplace@ausdk12.org
Brett	Hondorp	Alta Planning	bhondorp@altaplanning.com
Charlotte	Barham	BART	cbarham@bart.gov
Pam	Herhold	BART	pherhol@bart.gov
Donna	Lee	BART	dlee@bart.gov
Val	Menotti	BART	vmenott@bart.gov
Julie	Yim	BART	jyim@bart.gov
Amber	Evans	Berkeley - King Middle School	amber@thetrollfamily.com
Janet	Levenson	Berkeley - King Middle School	jlevenson@berkeley.k12.ca.us
Lisa	Hagerman	DBL Investors	lisa@dblinvestors.com
Catherine	Mikes	Dublin - Dougherty Elementary	mikescatherine@dublinusd.org
Tess	Johnson	Dublin - Dublin Elementary	johnsontess@dublin.k12.ca.us
Lauren	Mcgoven	Dublin - Dublin Elementary	mcgovenlauren@dublinusd.org
Stephen	Hanke	Dublin Unified School District	hankesteph@fremont.k12.ca.us
Cindy	Hicks-Rodriguez	Fremont - Brookvale Elementary	chicks-rodriguez@fremont.k12.ca.us
Louisa	Lee	Fremont - Centerville Junior High	louisalee@fremont.k12.ca.us
Sherry	Strausbaugh	Fremont - Centerville Junior High	sstrausbaugh@fremont.k12.ca.us
Vivian	Martin	Fremont - Glenmoor Elementary	vmartin@fremont.k12.ca.us
Douglas	Whipple	Fremont - Gomes Elementary	dwhipple@fremont.k12.ca.us

Judy	Nye	Fremont - Grimmer Elementary	jnye@fremont.k12.ca.us
Jennifer	Casey	Fremont - Hirsch Elementary	jcasey@fremont.k12.ca.us
Mary Liu	Lee	Fremont - Leitch Elementary	mlee@fremont.k12.ca.us
Tammy	Eglinton	Fremont - Mattos Elementary	teglinton@fremont.k12.ca.us
Jim	Hough	Fremont - Niles Elementary	jhough@fremont.k12.ca.us
Marianne	Schmidt	Fremont - Parkmont Elementary	mschmidt@fremont.k12.ca.us
Jason	Whiting	Fremont - Warm Springs Elementary	jwhiting@fremont.k12.ca.us
James	Morris	Fremont Unified School District	jmorris@fremont.k12.ca.us
John	Claassen	Genesis	john.claassen@jlrgear.com
Mahasin	Abdul-Salaam	Genesis Task Force	center4learningbynature@gmail.com
Lisa	Davies	Hayward - Bret Harte Middle School	ldavies@husd.k12.ca.us
Irma	Torres-Fitzsimons	Hayward - Burbank Elementary	itorres-fitzsimons@husd.k12.ca.us
Pete	Wilson	Hayward - Burbank Elementary	pwilson@husd.k12.ca.us
Irene	Preciado	Hayward - Cherryland Elementary	ipreciado@husd.k12.ca.us
Gary	Dobbs	Hayward - Eden Gardens Elementary	gdobbs@husd.k12.ca.us
Daisy	Palacios	Hayward - Longwood Elementary	dpalacios@husd.k12.ca.us
Fernando	Yanez	Hayward - Longwood Elementary	fyanez@husd.k12.ca.us
Brian	White	Hayward - Southgate Elementary	bwhite@husd.k12.ca.us
Brent	Nelson	Hayward - Warm Springs Elementary	bnelson@fremont.k12.ca.us
Katherine	Brown	Hayward Unified School District	klbrown@husd.k12.ca.us
Stan	Dobbs	Hayward Unified School District	sdobbs@husd.us
Kelly	Hubbard	Hayward Unified School District	khubbard@husd.us
Billy	Martin	Hayward Unified School District	bimartin@husd.k12.ca.us
Julie	Asher	Hirsch Elementary	jasher@fremont.k12.ca.us
Mim	Hawley	League of Women Voters	mbhawley@earthlink.net
Denise	Nathanson	Livermore - Emma C Smith Elementary	dnathanson@lvjUSD.k12.ca.us
Jamal	Fields	Livermore - Junction Avenue K-8 School	jfields@lvjUSD.k12.ca.us
Belia	Martinez	Livermore - Junction Avenue K-8 School	bmartinez@lvjUSD.k12.ca.us
Scott	Vernoy	Livermore - Junction Avenue K-8 School	svernoy@lvjUSD.k12.ca.us
Paul	Matsuoka	Livermore Amador Valley Transit Authority	pmatsuoka@lavta.org
Kelly	Bowers	Livermore Unified School District	kbowers@lvjUSD.k12.ca.us
Jeffrey	Nazareno	Metropolitan Transportation Commission	jnazareno@mtc.ca.gov
Anne	Richman	Metropolitan Transportation Commission	arichman@mtc.ca.gov
John	Mattos	New Haven Unified School District	jmattoos@nhUSD.k12.ca.us
Blanca	Snyder	New Haven Unified School District	bsnyder@nhUSD.k12.ca.us
Carissa	Cooksey	Oakland - Elmhurst Middle School	crcooksey@yahoo.com

Laura	Robell	Oakland - Elmhurst Middle School	laura.robell@ousd.k12.ca.us
Sandy	Rodriguez	Oakland - Elmhurst Middle School	sandyrdriguez@citizenschools.org
Amy	Shargo	Office of Supervisor Keith Carson	amy.shargo@acgov.org
Christopher	Miley	Office of Supervisor Nadia Lockyer	Christopher.Miley@acgov.org
Dawn	Argula	Office of Supervisor Scott Haggerty	dawn.argula@acgov.org
Richard	Gorton	Pleasanton - Foothill High School	rgorton@pleasanton.k12.ca.us
Terry	Conde	Pleasanton - Hart Middle School	tconde@pleasanton.k12.ca.us
Patty	Reichhorn	Pleasanton - Hart Middle School	jreichhorn@comcast.net
Parvin	Ahmadi	Pleasanton Unified School District	pahmadi@pleasanton.k12.ca.us
Dana	Wickner	San Lorenzo - San Lorenzo High School	dana.wickner@gmail.com
Patrishia	Piras	Sierra Club	patpiras@sonic.net
Alberto	Solorzano	Union City - Cesar Chavez Middle School	asolorzano@nhusd.k12.ca.us
Lindsay	Imai	Urban Habitat	lindsay@urbanhabitat.org
Robert	Wilkins	Young Men's Christian Association	rwilkins@ymcaeastbay.org
Allysa	Evans	Youth Uprising	AEvans@youthuprising.org
Wendy	Alfsen		wendyalfsen@gmail.com
Alice	Alvarado		alice.alvarado@rocketmail.com
Kumar	Malini		kumarmalini@gmail.com
Salena	Schilling		salenaschilling@sbcglobal.net
Matt	Williams		mwillia@mac.com
See e-mail address			jlf7800@netzero.com
See e-mail address			luzy65@att.net
See e-mail address			medicilynn@dublinusd.org
See e-mail address			mjorddan823@sbcglobal.net

Total = 153

This page intentionally left blank

I REQUIRED SCOPE OF SERVICES, DELIVERABLES and STAFFING

This solicitation is intended to provide the Alameda CTC with a range of services required to provide different models of student transit pass programs in Alameda County. To the highest degree possible, the selected team will coordinate the implementation and evaluation of all programs implemented in Alameda County as described in the Scope of Services attached hereto as **Attachment A** and hereby incorporated herein.

1. Proposal Format and Content

Proposals shall be printed, bound, and be: 1) brief, yet clearly respond to all requests in the Scope of Services and RFP, and 2) not include any irrelevant promotional material. Please submit ten (12) hard copies and one (1) electronic CD copy in pdf format of your RFP.

2. Proposal Content

It is expected that proposals submitted to Alameda CTC will be of professional caliber in content and appearance. All descriptions and information should be clear and concise and provide sufficient information to minimize questions and assumptions. Alameda CTC accepts no financial responsibility for any costs incurred in the preparation of proposals. Upon receipt at the Alameda CTC office, all proposals submitted in response to this RFP will become the property of Alameda CTC.

The following sections of the proposal should not exceed a total of 35 total typewritten pages in length (8-1/2"x11"). The minimum font size shall be 12 points. The cover, cover/transmittal letter, detailed resumes, tabs and appendices (Attachment C – Required Forms) are not counted toward the 35-page limit. Elaborate brochures, unnecessary promotional materials or other presentation material not related to this Scope of Services should not be included. The proposal content and format of the proposal should demonstrate the professionalism, creativity and cost consciousness of the team.

COVER LETTER

Summarize the makeup of the team, key approaches and any other information pertinent to the RFP and:

- Include an original signature of an officer authorized to bind your team contractually;
- State that the proposal is firm for a 90-day period from the proposal submission deadline;
- Provide the name, title, address, e-mail address and telephone number of the individual to whom correspondence and other contacts should be directed during the selection process;

- Provide the name, title, address, e-mail address and telephone number of the individual who will negotiate with Alameda CTC and who can contractually bind the selected team; and
- Detail any proposed co-venture arrangements such as revenue/profit sharing or subcontractor participation.

TITLE PAGE

The title page should indicate the RFP subject, name of the proposer's firm, including sub-consultants, local address, name, e-mail address, telephone number of contact person and the date.

TABLE OF CONTENTS

SECTION A: Response to Scope of Services

- 1. Work Plan** - This section of the proposal shall establish that the proposer understands the project objectives and work requirements and shall describe the proposer's ability to satisfy those objectives and requirements. Succinctly describe the proposed approach for addressing the required work, outlining the activities that would be undertaken in completing the various tasks and specifying who would perform them. Include a timetable for completing all work. The proposer also may suggest technical or procedural innovations that have been used successfully on other projects and which may facilitate the performance of the services and which may not be specifically called out in this RFP. Additional items included that are not specifically requested in the RFP must be described clearly as "additional or optional tasks." Provide a detailed explanation of the approach for completing the work and addressing the tasks identified above.
- 2. Expertise and Approach** - This section should include a description of your team's proposed approach to your assignment at Alameda CTC, reflecting your understanding of Alameda CTC's needs, and detailing the expertise of the team, including all subcontractors, in specific areas of interest to Alameda CTC. Describe how your team's expertise will be practically applied to fulfill the Scope of Services, including how the team will implement the contract, if awarded. This section may include key areas of consideration and the rationale for implementing the contract as proposed. Identify how the team's expertise and approach will add value to Alameda CTC's work. The key approach must include, at minimum, a one page summary detailing the overall comprehensive approach for managing and implementing the full scope of services.
- 3. Management Plan** - The proposal should describe your approach to client communications and coordination. Describe methods of planning, scheduling, delivery of tasks, coordination meeting strategies and how the team will provide updated and accurate information to Alameda CTC for the duration of the contract. Describe how

management of the team members and subconsultants will be handled as well as managing budgetary controls and avoiding exceeding resources allocated for specific tasks.

SECTION B: Proposed Staffing Plan and Availability

Designate the Principal-in-Charge and the Project Manager who will serve as Alameda CTC's key contacts throughout the duration of the contract. The proposal should identify all key team members, describe their specific roles/responsibilities for this contract, and indicate the percentage of the total contract hours that each member will spend on the contract and any other assurances as to their ability to provide the requested services in a responsive and timely manner. For firms/jurisdictions with multiple offices, proposals must clarify which resources are available directly out of the local office. For all key team members, the proposal should include a brief resume describing similar contracts on which they have been involved and their role on that contract, their availability over the duration of this contract, and a description of the benefits the person brings to the team. Full resumes may be included in an appendix. Any substitution of key staff after submittal of the proposal or during the contract will require prior written approval from Alameda CTC.

Describe the qualifications and expertise of your proposed team, including all subcontractors, in providing services for clients comparable to Alameda CTC. Include a brief description of each organization's size as well as the local organizational structure. List principals and partners and specify the location of the office that will serve Alameda CTC's needs. Include a discussion of each team member's capacity and resources. Provide reference contact information. Additionally, this section shall include a listing of any lawsuit or litigation and the result of that action resulting from (a) any services provided by the Proposer or by its subcontractors where litigation is still pending or has occurred within the last five years or (b) any type of project where claims or settlements were paid by the consultant or its insurers within the last five years.

SECTION C: Budget

Provide a full description and time breakdown for each task contained in the Scope of Services, detailing your firm's ability to understand and provide services in an effective manner. An estimate of hours by task for all team members should be provided. Total estimated hours should be provided for each task and for each team member.

- A description of billing procedures.
- Proposer shall submit the following:
 - The overall price and budget, showing the level of effort and cost breakdown by tasks identified in the scope.
 - Provide cost breakdown by sub-contractors, if any, and indicate the Local Business Contract Equity goal attainability, based on current certification at time of proposal submission.

The team also may include additional recommended tasks, if desired, which should be clearly identified as optional tasks and should be included as separate line items in the proposed budget.

The top-ranked proposer will be required to participate in negotiations, which may result in revisions to their proposals. The cost and method of compensation will be negotiated with the top-ranked proposer.

SECTION D: Performance Measures

Provide a list of proposed performance measures that could be used during the course of the contract, if selected, to evaluate deliverables and services performed. These performance measures are specific to the proposer's team and its effectiveness in delivering the scope of services. If selected, these will be negotiated with staff during contract negotiations and final performance measures will be incorporated into a Contract.

SECTION E: Appendices

○ Debarment, Suspension, Ineligibility

On all federal aid contracts and all related subcontracts of \$25,000 or more, the team and subconsultants must certify they are in compliance with this provision. This includes subconsultants, material suppliers and vendors.

Each participant in the contract must certify "that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal agency and they have not been convicted or had civil judgment rendered within the past 3 years for certain types of offenses" See Attachment C – Required Forms. A publication titled, "A Listing of Parties Excluded from Federal Procurement and Non-procurement Programs" is available electronically via the internet at <http://epls.arnet.gov>

○ Lobbying Certification

On all federal-aid construction contracts and to all related subcontracts of \$100,000 or more, federal funds may not be used to provide financial gain to a member of congress or a federal agency. Awarding a federal-aid contract to a constituent would be an example of financial gain. This applies to contractors as well as subcontractors. A certification that the contractor has not and will not use federal funds to make any payments for lobbying must be included in the contract proposal (Attachment C – Required Forms).

Payments of nonfederal funds to any lobbyist must be disclosed on Standard Form LLL "Disclosure of Lobbying Activities" (see Exhibit 12-E, Attachment G), and if there are disclosures, included in the contract proposal.

- **Pre/Post Award Audit**

A pre/post-award audit is required for contracts with state or federal-aid highway funds in the contract. The team shall be aware that if a pre-award audit is to be performed, full cooperation with the Caltrans auditors is to be expected. The pre-award audit recommendations from Caltrans shall be incorporated in the contract.

If Caltrans approve post-award audit, the team shall agree to the following contract language below:

CONSULTANT acknowledges that this AGREEMENT and the cost proposal is subject to a post award audit by Caltrans. After Alameda CTC receives any post award audit recommendations from Caltrans, the cost proposal and/or the total compensation figure above shall be adjusted by CMA to conform to the audit recommendations. CONSULTANT acknowledges and agrees that individual cost items identified in the audit report may be incorporated into this AGREEMENT at Caltrans' sole discretion. Refusal by CONSULTANT to incorporate interim audit or post award recommendations will be considered a breach of the AGREEMENT and cause for termination of the AGREEMENT.

After any post award audit recommendations are received, the Cost Proposal shall be adjusted by the Alameda CTC to conform to the audit recommendations.

- **Conflict of Interest**

Provide a list of any potential conflicts of interest in working for Alameda CTC. This section must include, but is not limited to, a list of clients/partners who are cities in Alameda County, Alameda County or transit or transportation agencies operating in Alameda County, and a brief description of work for these clients/partners. Please identify any other clients/partners that would pose a potential conflict of interest as well as a brief description of work you provide to these clients. This list must include all potential conflicts of interest within the year prior to the release date of this RFP as well as current and future commitments to other projects.

- **Assurances and Miscellaneous**

Provide a list of contracts terminated prior to completion (partially or completely) by clients for convenience or default within the past three years. Include contract value, description of work, reason for termination, contract number, name and telephone number of contracting agency.

Provide a list of current and future commitments to other projects in sufficient detail to confirm ability to commit to Alameda CTC needs.

Provide a list of current clients.

I ADDITIONAL INFORMATION

For additional information, the following materials are available:

- 2012 Alameda County Transportation Expenditure Plan
- Alameda County Countywide Transportation Plan
- Student Transit Pass Research Case Studies Summary Memorandum and PowerPoint presentation

WORKING DRAFT

ATTACHMENT A
Scope of Services

WORKING DRAFT

I. Background

Purpose of the Student Transit Pass Program

Due to a decline in funding for student transportation to school, as well as increases in some transit fares costs, the responsibility of transporting students to school has increasingly been placed upon families at a time when financial challenges have risen due to the economic recession. The Alameda County Transportation Commission will create a student transit pass program to support student access to school, school-related activities, and youth transit access to jobs.

The purpose of the Student Transit Pass Program (STPP) is to expand access opportunities to schools on transit by testing different models of student transit pass programs for middle-school and high-schools students in Alameda County that can serve the geographically different areas of the County. Students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

The model programs will be evaluated for effectiveness, and successful models will be implemented throughout the County in middle schools and high schools. The initial student transit pass program will run for three years. Different models will be tested to address the differences in geography, transit service availability, and economic needs in different areas of the County. The aim of the initial model programs is to gather data to determine success factors for implementing a program for all middle and high school students in Alameda County. This program is for Alameda County students who go to schools in Alameda County.

Program Objectives

The objectives of the student transit pass program include the following:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates
- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestions around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

Each objective is expected to be evaluated and measured over the course of the project.

Transit operators

Transit operators in Alameda County that may be involved in the program include:

- Alameda-Contra Costa Transit District (AC Transit)
- San Francisco Bay Area Rapid Transit (BART)
- Livermore Amador Valley Transit Authority (LAVTA and/or WHEELS))
- Union City Transit
- Altamont Commuter Express (as applicable)
- Water Emergency Transit Authority (Alameda County ferries, as applicable)

Alameda County Planning Areas:

- North: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, unincorporated Alameda County
- Central: Hayward, San Leandro, unincorporated Alameda County
- South: Fremont, Newark, Union City
- East: Dublin, Livermore, Pleasanton, unincorporated Alameda County

Transit service by planning areas:

- Central County – AC Transit and BART
- East County – AC Transit, BART, and LAVTA/WHEELS
- South County – AC Transit, Union City Transit, and BART
 - Middle schools and high schools are near AC Transit bus lines and Union City Transit in Union City.
- North County – AC Transit, BART, WETA ferry service
- Unincorporated areas - varies

Committees

Three types of committees will be established to provide input and feedback on the program, including an Oversight Committee, a Technical Advisory Committee and model school site Student/Parent/Faculty Committees.

Oversight Committee

The Oversight Committee will periodically receive updates on the program and evaluate its effectiveness. This committee will evaluate program development, implementation and evaluation results. The committee will receive periodic reports on the program progress and will make recommendations on program effectiveness to the Alameda CTC for consideration.

Members on the oversight committee include the following organizations:

- Alameda County Office of Education
- Alameda County Transportation Commission
- School District Representative from all areas where model programs are implemented
- Student Representatives from the Student/Parent/Faculty Committees where model

programs are implemented

- Community organizations such as the Sierra Club, Genesis, Urban Habitat who participated in the development of the program during development of the Transportation Expenditure Plan

Technical Advisory Committee

The Technical Advisory Committee will be comprised of program implementation partners who will meet on a regular basis to address implementation issues, evaluate effectiveness and provide suggestions for program improvements during the course of the program. Members on the Technical Advisory Committee include the following organizations:

- Alameda County Transportation Commission
- Metropolitan Transportation Commission and Clipper Card staff
- Transit operators participating in the model programs
- School district staff participating in the model programs

Student/Parent/Faculty Committees

These committees will be established at each model school site and will include at minimum four students participating in the transit pass program, faculty members appointed by the school site to participate in the program implementation, and parents as recruited by the schools for participation. This committee will discuss implementation issues and concerns and will provide suggestions and feedback on the following: program monitoring and evaluation methods, outreach and communications, and performance of the program. This committee will serve as the direct feedback link into the program regarding how it is operating at a particular school site. A student from each of the school sites will serve as a liaison to the Oversight Committee.

See Exhibit 1 for preliminary schedule.

Services Requested

The selected team will provide professional and technical services supporting the development and implementation of different models of student transit pass programs in Alameda County. It is the intent of the program that a maximum amount of funds be used to deliver transit passes to students and that the management and evaluation of the program be done as efficiently as possible.

The team will be required to work with the Alameda CTC, the Oversight Committee, the Technical Advisory Committee, the Student/Parent/Faculty Committees, transit operators, schools, youth, parents and other organizations engaged in the development, implementation and evaluation of the STPP. The following services are required under this contract:

- Project Initiation, Management and Coordination
- Program Development
- Program Implementation
- Communications, Outreach and Agency Coordination Strategy

- Evaluation and Reporting
- Integration of other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth, and workforce development programs appropriate for high school students.

Organizational Chart

The project will be administered by the Alameda CTC. *[Project management and organizational chart to be determined.]*

II. Scope of Work

As a part of the responses to each task below, the team is expected to address the following items for the development and implementation of model STPPs:

1. Define and rationalize realistic models for each area of the county that will address the program objectives and identify goals, proposed performance measures and evaluation tools to evaluate effectiveness.
2. Describe how multiple partners will be engaged in the STPP programs to establish successful programs, including strategies for low-income communities.
3. Describe how the proposed approach will tailor each model STPP program to each unique community and how the program will aim to expand participation at each school site.
4. Describe the team's staff composition and how the proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
5. Describe the proposed approach to address barriers to involvement in a STPP program for students, parents and staff at schools.
6. Describe how the proposed approach will address emission reductions as well as public health issues and benefits related to transit use.
7. Describe how technology can play a role in the implementation of the program.

Task 1 – Project Initiation, Management and Coordination

The team will oversee the implementation of the Student Transit Pass Program elements during the course of the project, ensuring that all program elements are implemented effectively.

The work for this task includes managing the program and providing regular progress updates to Alameda CTC and the Oversight, Technical Advisory and Student/Parent/Faculty Committees. As part of this task, the team will meet with Alameda CTC staff to review the purpose of the project, scope of work, project goals and implementation timeline. Alameda CTC staff will provide the team

with all relevant documents. Regular management coordination meetings will be held with Alameda CTC staff during the course of the project. The team will provide minutes outlining action items resulting from the coordination meetings. It is anticipated that these meetings will be monthly, but the number of meetings will be based on need and, therefore, a schedule will be developed during the kick-off meeting. The team will be responsible for developing materials for presenting to the Technical Oversight, and Student/Parent/Faculty Committees, Alameda CTC and other agencies as appropriate to report on the development, implementation and outcomes of the program.

- *Deliverable 1.1: Kick-off meeting notes, with follow-up tasks.*
- *Deliverable 1.2: Refined schedule, task budgets, deliverables, and contract performance measures.*
- *Deliverable 1.3: Monthly progress reports detailing project activities, coordination efforts and goal achievement*
- *Deliverable 1.4: Meetings with Alameda CTC staff, including preparation of agendas and summary notes.*
- *Deliverable 1.5: Meetings with Oversight, Technical Advisory and Student/Parent/Faculty Committees to provide project updates and receive feedback on project deliverables (estimated at 36 meetings over a three year period).*

Task 2 – Program Development

This is a new program for Alameda County. The team will research effective strategies for developing student transit pass programs in each area of Alameda County that will support the program objectives. Based upon an assessment of best practices, as well as research performed based up outreach to schools, students, parents and administrators, transit operators and other appropriate entities, the team will develop recommended model programs, and a proposed project implementation schedule and detailed task budgets.

The team will tailor the program to the unique needs of middle and high school students, with the aim of developing and implementing a program that is easy to administer, is broadly used and does not create any stigma in its use.

The program development must address the following considerations:

Program Parameters

The program parameters include geographic reach, eligibility, program days and hours of operation, technology, accessibility, cost, funding sources, and the ability to leverage other programs and performance measures.

- **Geographic reach:** The program must accommodate geographic differences in Alameda County which include differences in city and county area infrastructure, transit services and transit proximity to schools, and demographics. Models should take into consideration transition of students from middle to high schools, as well as programs that test an entire school, versus only portions of the student body of a school. A model programs must be implemented in all four geographic areas of the County. The program should consider the following areas in development of initial model programs:
 - Areas where access to school from an economic perspective is more difficult

- Schools that may not have good access to transit (the program needs to identify how service could potentially change to accommodate more schools)
 - Capacity issues for buses during high student use times
 - Schools in high-density as well as less-dense areas
 - Linking middle-school transit use to high-school transit use
- **Eligibility:** The program must be developed in such a way to not create a stigma for any child involved.

Eligibility considerations include, but are not limited to:

- Middle and high school students in Alameda County who go to schools in Alameda County
 - Homeless students, drop-out students, and students in communities of concern
 - Students in after-schools programs not on the school premises
 - Family incomes and affordability
 - Proximity to school sites (i.e. New York has a distance based program that supports walking or biking to school for those who live close to their school)
- **Program days, hours of operation and level of service:** The program will provide students with transit access to school, afterschool programs and access to afterschool jobs. The intent of the program is to provide as much flexibility in the use of the transit pass as possible during regular transit operator hours of service. Considerations for cost effectiveness will have to be made for times of the year when a majority of students are not in school. Time of use may become restricted for program cost considerations. Bell-time and bus-time coordination will be necessary.

In addition, transit service capacity during highest student use must be taken into consideration and factored into planning model programs, including potential costs if additional services are needed as a result of demand. Model school sites must be evaluated for current conditions and for potential increases in student transit use.

- **Technology:** The goal is to use the Clipper card technology, or some other easily tracked process, and place a student photo on the student id card. Parents and/or a program administrator could have the ability to activate the card. This method allows every student to have access to transit services. Another consideration is how to use Lifetouch photos with the Clipper card to create a smart card. If the Clipper card technology is used, parents could activate the card for those students that can afford it, and a program administrator(s) could activate and pay for the card usage for those who cannot afford it. Alameda County has approximately 158,000 students, and it would initially cost about \$16 million to provide all students with a free transit pass and approximately \$8 million to provide service to families of concern.
- **Accessibility:** The program must consider transit proximity to school sites, ease of transit pass distribution and tracking, language needs for particular school sites, and travel training for different transit systems. This may include, but is not limited to, travel training information for students using regular fixed-route services, as well as travel training materials

for student who may be transitioning from paratransit services to regular fixed-route services.

- **Cost:** The program must define if there are different costs to students based upon income and how to implement a tiered program that does not create any stigma for any students. The program must also develop the anticipated costs at each model site, including transit pass use and administrative costs at each site. Overall costs for each model program must include administration, transit card distribution and use, pre-, during and post evaluation, costs for travel training materials, distribution and instruction, costs for additional transit services or other applicable elements of a proposed transit pass program, and other costs as applicable.
- **Funding sources:** The transportation sales tax measure will pay for a portion of the program; however, additional funding will likely be required by other sources for long-term program implementation. The team will be required to identify potential funding partners, some of which could include the following:
 - Air District (Transportation For Clean Air funding in response to greenhouse gas reduction)
 - Climate Initiatives Program
 - Federal Transportation Bill and federal education bills/appropriations
 - Job Access and Reverse Commute (JARC)
 - Kaiser and other health organizations and foundations
 - McKinney Vento Act (federal dollars) specifically for homeless students
 - MTC Lifeline
 - Provision 1 and Provision 2
 - Safe Routes to Schools
 - Traffic impact fees

As a part of this task, the team will further develop the program elements and define the work products and performance measures, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared.

Deliverable 2.1: Summary memo on best approaches for model student transit pass programs for middle and high school students, including rationale for site selection and program design.

Deliverable 2.2: Final recommendation on program approach.

Deliverable 2.3: Develop detailed schedule, budget and draft and final performance measures for each model program.

Deliverable 2.4: Program evaluation approach memo, including how each model program will be evaluated using the final performance measures and how the different model programs will be evaluated against each other and as a whole, survey instruments and summary of current demographics and commute patterns of students at targeted schools.

Task 3 – Program Implementation

This task provides for the implementation of model programs identified in the previous task, including all pre-evaluation and assessment, evaluation during implementation and modifications to the program during implementation based upon feedback from evaluations and the Oversight, Technical Advisory and Student/Parent/Faculty Committees.

Deliverable 3.1: Implementation of up to four model programs in middle and high schools, one in each geographic area of the county.

Task 4 – Communications, Outreach and Agency Coordination Strategy

The team will be responsible for developing a plan for the outreach effort and identify key milestones in the process where outreach and solicitation of input will be required. A preliminary schedule has been developed, as shown in Exhibit 1, and should be taken into consideration in the development of the proposed Outreach Plan. The team will evaluate and recommend an approach for additional outreach efforts aimed at including students, parents, teachers, school counselors and administrators, and other appropriate agencies and organizations to meet the objectives of the program.

Alameda CTC

The team will coordinate Alameda CTC staff in preparing materials and making presentations to the Alameda CTC and other required committees and organizations. Over the 36-month period, it is anticipated that six Commission presentations will be required.

Oversight, Technical Advisory and Student/Parent/Faculty Committees

The team and Alameda CTC staff will run the meetings and facilitate discussion for the Oversight, Technical Advisory and Student/Parent/Faculty Committees. Members of the team are expected to prepare materials, facilitate meetings, document meeting outcomes, and be available as support as directed by Alameda CTC staff during the meetings. These groups will meet at regular intervals for the duration of the program to provide input and comment on the program implementation. It is anticipated that over the 36-month process, an estimated total of 36 meetings will be required (based upon quarterly meetings). These groups will meet separately.

Local Jurisdictions/Organizations

The team will assist Alameda CTC staff with presentations to other local jurisdictions and organizations as necessary.

Deliverable 4.1: Technical Memorandum outlining outreach approach and key milestones, including a detailed discussion of schedule and approach for working with staff, the established committees, Alameda CTC and other outreach efforts (Draft, Final Draft and Final).

Deliverable 4.2: Agendas, materials and summary notes for meetings.

Task 5 – Evaluation and Reporting

The team, working with Alameda CTC staff and the Oversight, Technical Advisory and Student/Parent/Faculty Committees will develop quantitative and qualitative performance measures that reflect the program objectives and goals. These performance measures will be used to evaluate the model programs and to determine methods for modifying the program as necessary over time, as well as to determine what successful elements need to be included in programs that are implemented after the first three-year period. The team will use the final performance measures developed in Task 4 and will demonstrate how they will be used to evaluate effectiveness of the model programs against program objectives and goals. All program evaluation activities will be coordinated, and summary reports will be prepared. The team will give examples of how the performance measures will be applied to the program and to selection of successful elements for future program implementation.

Deliverable 5.1: Technical Memorandum summarizing the effectiveness of the program against the performance measures, evaluation methodology and timelines, results of the program evaluation, and the proposed improvements recommended for implementation of long-term programs (Draft, Final Draft, Final)

Deliverable 5.2: Program evaluation results at the end of years 1 and 2

Deliverable 5.3: Final program evaluation of all three years and recommendations for on-going implementation of successful programs.

Task 6 – Integration of other programs

This task includes identification and development of how a student transit pass program can be integrated with other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth, and integration of workforce opportunities for high school students.

There are many on-going programs in Alameda County that support healthy access to schools and training on how to use transit. The team will be required to evaluate how model programs can be integrated into and be coordinated with the implementation of existing programs in Alameda County with the aim of providing comprehensive student support programs that leverage funding, education, and resources.

Deliverable 6.1: Technical Memorandum summarizing opportunities for student transit pass program integration and coordination with other student supportive programs (Draft, Final Draft, Final).

Deliverable 6.2: Technical Memorandum summarizing program implementation approach, including funding sources, partners, timelines, resources and deliverables.

From: Lynn Novak <lnovak@pleasanton.k12.ca.us>
Sent: Monday, April 30, 2012 10:42 AM
To: Tess Lengyel
Subject: Re: Student Transit Pass Program

Hi Tess, I don't have any mark-up the the actual draft scope. I have comments and ideas with regard to things that Pleasanton Unified has done to provide tickets to students. I would be happy to bring my ideas to the May 11th meeting. I look forward to meeting you. Lynn

Lynn Novak
Facilities, Maintenance, Operations
& Transportation Departments
Pleasanton Unified School District
Achievement - Partnerships - Communication
925.426.4404 (Office)
925.426.0564 (Fax)
lnovak@pleasanton.k12.ca.us

Tess Lengyel

From: Lindsay Imai <lindsay@urbanhabitat.org>
Sent: Monday, April 30, 2012 5:11 PM
To: Tess Lengyel
Cc: Mary Lim Lampe; Allysa Evans
Subject: Re: Alameda County Transportation Commission Draft Student Transit Pass Program Scope of Work - Request for your Review by April 30, 2012
Attachments: Recommendations for Bus Pass Scope of Services 4.30.12.docx

Dear Tess,

Thank you for this opportunity to give feedback about the proposal. Attached is a detailed alternative proposal for the pass program as well as specific feedback about what Genesis, Urban Habitat and Youth Uprising thinks should be changed within the proposed Scope of Services.

While we have been pleased to participate in the stakeholders process you've facilitated thus far and appreciate how inclusive it has been, we are very concerned that certain aspects of the program are not being defined - like the time frame of the pass and its eligibility - and that there is an over-emphasis on the administrative components of the pass relative to the provision of the passes themselves.

For these reasons, we'd love to meet with you and Art to discuss our proposal and our concerns about the draft Scope of Services in-person. (I know you are working on some dates - so thank you!)

We are committed to the success of this program and to working with you to achieve that.

Best,

Lindsay

On Mon, Apr 16, 2012 at 9:43 PM, Tess Lengyel <tlengyel@alamedactc.org> wrote:

Hello,

The Alameda County Transportation Commission which plans, funds and delivers transportation investments throughout Alameda County has initiated a process to develop a student transit pass program for all middle and high school students. The Alameda CTC is governed by a 22-member body of elected officials representing the County Board of Supervisors, every city in Alameda County, and AC Transit and BART.

The objectives of a Student Transit Pass program are as follows:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates

- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestions around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

You have been identified as a participant in school related transportation activities. This email seeks your review of the attached draft scope of work for the Student Transit Pass Program (STPP).

Alameda CTC staff and representatives from the Alameda County Office of Education, various school districts in Alameda County, and community groups participated in three separate brainstorming sessions to develop this working document. The scope of services will be finalized in the coming months to solicit responses from teams to develop and implement countywide model student transit pass programs.

The purpose of the STPP is to expand students' access to schools via transit by testing different models of student transit programs for middle-school and high-schools students in Alameda County. The program will serve different areas of the County, and students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

The DRAFT Preliminary Schedule Outline is below:

- May 2012: Alameda County Transportation Commission review of Draft Scope of Services, which includes input from schools, transit operators, other interested parties
- June 2012: Final approval of Scope of Services
- July 2012: Release of Request for Proposals
- September 2012: Initial Pre-Bid Conference
- November 2012: Passage of 2012 Alameda County Transportation Expenditure Plan on November ballot, which will serve as a major funding component for the program

- November 2012: Second Pre-Bid Conference, post-election
- January 2012: Proposals Due to Alameda CTC
- February 2012: Interviews of Top-Ranked Teams
- March 2012: Approval of Top-Ranked Team and Contract initiation

The Alameda CTC seeks your input on the draft scope of work, which begins on page 7 of the attached draft Request for Proposals. Please review the attached document and provide input to me, Tess Lengyel, at tlengyel@alamedactc.org by April 30, 2012. If you have questions about this email and/or scope of services, please feel free to contact me at the number below. The Alameda CTC is also seeking input from other interested parties. If there are others not included on this list that you think should provide input, please forward this document to them.

Thank you.

Tess

Tess Lengyel

Deputy Director of Policy, Public Affairs and Legislation

Alameda County Transportation Commission

1333 Broadway, Ste. 300

Oakland, CA 94612

[510.208.7428](tel:510.208.7428) direct dial

[510.208.7400](tel:510.208.7400) main line

tlengyel@alamedactc.org

www.alamedactc.org

--
Lindsay Imai
Transportation Justice Program
Urban Habitat
1212 Broadway, Suite 500
Oakland, CA 94612
o: 510-839-9510 x305
c: 510-590-8253
www.urbanhabitat.org

Please consider paper waste before printing this email.

Draft Bus Pass Proposal and Recommendations to Alameda CTC's Draft Scope of Services
Submitted by Genesis, Urban Habitat and Youth Uprising
April 30, 2012

What follows is a proposal for how the 3-year Alameda County Student Bus Pass Program should be structured. All three organizations have, for more than a year, participated faithfully in the process to shape the expenditure plan of Measure B3, as well as in the Student Bus Pass stakeholder meetings to develop the Bus Pass Program.

- What are our primary goals?
 - Improve social equity by lowering the financial burden on families and ensure equitable access to educational and economic opportunity
 - Show the commitment of the community to the positive development of youth
 - Address climate change by educating youth about climate change and creating the next generation of transit riders
 - Reinforce that the Eco student bus pass is not just a transportation program, and an environmental program, but also a positive youth development program.
- Who would it serve?
 - All middle and high school students in Alameda County
- When would the pass work?
 - Year round, 24/7 – to ensure access to all enrichment opportunities including summer school, extracurricular activities , part time jobs, etc.
- How would it work?
 - On AC Transit, it would be a Student ID with Clipper Card technology embedded into it. On Union City Transit and LAVTA/WHEELS it would just be the Student ID.
- When would a student lose his/her bus pass privileges?
 - Truant students who are intentionally missing school. The students' schools would be responsible and empowered to take away (and return) the student's ID/Clipper Card while he/she received counseling and intervention to get the youth back on track so he/she can achieve positive outcomes.
- Who would administer it?
 - It would be the Alameda County Office of Education in partnership with ACTC, the transit operators, schools and academics who could lead the evaluation component.
- Who would monitor it?
 - An over-sight committee should also be formed made up of representatives of the above agencies but also youth groups and community organizations, with student representatives.
- Where would it be rolled out ideally?
 - Areas with the highest population density or greatest need, where there is capacity and interest on the part of the school districts to support the program and ideally in geographically diverse locations (eg: one per planning area).
- How would its success be measured?
 - Positive outcomes in youth development
 - Positive impact on family budgets
 - Increase in student transit ridership
 - Increased attendance at after school programs for youth
- What is missing from the ACTC proposal?
 - A cap on Administrative Costs (we propose 7% of the funds)
 - A minimum amount going toward education (we propose 3% of the funds)
 - A minimum amount going toward funding transit passes (we propose at least 90% of the funds should go toward funding transit passes or \$4.5 million per year, which could cover 18,750 students for an entire year on AC Transit at their current monthly pass cost of \$20.00)
 - A breakdown of estimated costs for the program according to ACTC

- A clear understanding of the measurements that will be used to evaluate the success of the program, e.g., positive outcomes in youth development, reduction in truancy, increased graduation rates, more usage of after school programs for youth
- Clarity on who will be accountable to those measurements
- A clear definition on what counts as Administrative Costs
- What should be removed from or reduced within the ACTC proposal?
The deliverables for Project Team should be realistic and the program administration should not be so burdensome as to distract from the goals of the program- to provide free transit passes to youth. We recommend the following changes and deletions from the program to reduce the administrative duties, while maintaining the core program intact.
 - Remove the following deliverables:
 - *Deliverable 1.5 – School-based “Student/Parent/Faculty” committees.*
 - *Deliverable 4.1- The memo about working with ACTC staff, committees and Alameda CTC.*
 - Reduce the following deliverables:
 - *Deliverable 1.3: Instead of monthly status reports, require quarterly reports.*
 - *Deliverable 1.5: Instead of separate meetings with 3+ committees, combine Oversight and Technical Committees (and eliminate the school-site committees) and cut meetings down by half to no more than 18 meetings over 3 years.*
 - Shift responsibility on the following deliverables:
 - *Deliverable 2.4 and Deliverables 5.1-5.2: Program evaluation should be the responsibility of the Oversight and Technical Committees, in partnership with academics and staffed by ACTC – not the responsibility of the Project Team.*
 - *Deliverable 6.1: Shift the requirement to produce 3 drafts of a technical memo on how the pass program could be integrated or coordinated with other student transportation programs to ACTC staff (given their expertise on Safe Routes to Schools and other similar programs).*

These changes will result in the following reduced requirements:

- 18, rather 36 meetings of advisory and oversight committees (prep, staff and summarize)
- 1, rather than 4 technical memos
- No direct responsibility for program evaluation
- No direct responsibility for researching other student transportation programs
- No responsibility for organizing and staffing school-based committees

These changes maintain:

- Direct administration of the program, including an educational component (deliverable 3.1)
- 3 summary memos about program approach and recommendations for program implementation post-3 year testing period (deliverables 2.1-2.3 and 5.3)
- Staffing and supporting the Oversight/Tech committee
- Supporting ACTC staff with presentations to ACTC Board and other key stakeholders as needed

Tess Lengyel

From: Robert Wilkins <rwilkins@ymcaEastBay.org>
Sent: Monday, April 30, 2012 6:01 PM
To: Tess Lengyel
Cc: John Claassen (john.claassen@jlrgear.com); lindsay@urbanhabitat.org
Subject: Student Transit Pass Program
Attachments: Performance and Success Measures ACTC Student Transit Pass Program.docx

Good Afternoon Tess -----

I have been pleased to participate in the ACTC meetings regarding the student transit pass program. I am encouraged by the creative and progressive thought leadership that the Transit Pass program represents. While I am fully aware that the primary purpose of the program and its associated funding is related to transportation, I want to emphasize that the socially responsible, morale and youth development aspects of the project are equally significant and should be more visible in the spirit, letter and leadership of the program. With that in mind I offer the attached brief perspective on performance/success measures for the program. If I can provide any additional information on this viewpoint please feel free to contact me.

Thank you...

Robert A. Wilkins | President & CEO
YMCA of the East Bay
2330 Broadway
Oakland, CA 94612
510-318-7654





**FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY**

Performance and Success Measures for Alameda County Student Transit Pass Program

It has been variously said that the greatness of any society can be measured by how it treats its weakest members, especially its children and youth. Nelson Mandela put it this way, ***“There can be no keener revelation of a society's soul than the way in which it treats its children and youth.”***

Among the multiple benefits and reasons for the Alameda County Student Transit Pass program is its communication of the commitment of the community to the positive development of youth.

Search Institute* has identified a group of building blocks of healthy development—known as **Developmental Assets**—that help young people grow up healthy, caring, and responsible. A number of these assets would be bestowed to thousands of Alameda County youth through the Alameda County Student Transit Pass program. Accordingly they should be included in the evaluation and performance measurements of the Student Transit Pass Program:

- **Community values youth**—Young person perceives that adults in the community value youth.
- **Personal power**—Young person feels he or she has control over “things that happen to me.”
- **Sense of purpose**—Young person reports that “my life has a purpose.”
- **Positive view of personal future**—Young person is optimistic about her or his personal future.
- **Creative activities and youth programs**—Young person spends three or more hours per week in lessons or practice in music, theater, or other arts; sports, clubs, organizations at school and/or in the community, and or one or more hours per week in activities in a religious institution.

These elements can be measured through short surveys administered at the time students enroll in the program and at six-, nine-, or twelve-month intervals.

The YMCA employs the developmental assets approach in all of its youth development, healthy lifestyles, academic enrichment, camping and social responsibility programs.

*For more than 50 years, Search Institute® has been a leader and partner for organizations around the world in discovering what kids need to succeed. Our knowledge and resources help motivate and equip caring adults to create schools, communities, and families where young people thrive.



Memorandum

DATE: May 2, 2012

TO: Community Advisory Working Group/ Technical Advisory Working Group

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, of Policy, Legislation and Public Affairs

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, 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.

May 2012 Update:

This report focuses on the month of May 2012. 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 the draft Preferred SCS and RTP by ABAG and MTC. At the county level, highlights include the release the Final Draft CWTP and approval of the Final Transportation Expenditure Plan. Staff will present an update at the meeting on the status of all items.

1) SCS/RTP/ABAG

MTC and ABAG are preparing the Draft Preferred SCS and RTP for presentation and joint adoption by the ABAG Executive Board and MTC Commission on May 17, 2012, after which the environmental process will begin. Comments were submitted on the Jobs-Housing Connection Scenario and are included in Attachment D. The draft transportation investment strategy was released by MTC and presented to the Joint MTC Planning and ABAG Administrative Committee on April 13, 2012 for information. Projects and programs included in the draft transportation investment strategy are consistent with the CWTP and TEP. MTC released an additional version of the One Bay Area Grant proposal, which is also scheduled for adoption at the joint ABAG/MTC May 17 meeting. Staff is preparing comments. Additional information will be presented at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, twelve City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany, Dublin, Pleasanton, Newark and the Alameda County Board of Supervisors. AC Transit and the BART Board also took action in support of the TEP. The TEP is included on all city council agendas through May. The Draft CWTP was presented to the ACTAC and PPLC in April 2012 as well as BPAC. Both the Final Draft CWTP and the Final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at its June 5, 2012 meeting to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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	May 24, 2012* Note this is the last scheduled meeting for the Steering Committee
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 10, 2012

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	May 10, 2012* *Note: The May CAWG meeting will be held jointly with the TAWG and will begin at 1:30. This is the last scheduled meeting for both committees.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 1, 2012* June 5, 2012 *This meeting was cancelled
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	May 9, 2012 June 13, 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	May 24, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 11, 2012 June 8, 2012
Joint MTC Commission and ABAG Executive Board meeting	Special Meeting, 7 p.m. Location: Oakland Marriott City Center	May 17, 2012

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)
Attachment D: Comment letter to ABAG on the Jobs-Housing Scenario (without attachments)

This page intentionally left blank

**Summary of Next Quarter Countywide and Regional Planning Activities
(May 2012 through July 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 May 2012 through July 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to comment on the draft preferred Sustainable Communities Strategy (SCS): the Jobs-Housing Connection scenario;
- Coordinating with MTC on the transportation investment strategy and confirming that the projects and programs recommended for the CWTP are also included in the RTP investment strategy;
- Responding to comments on the Draft CWTP and circulating a Final Draft CWTP;
- Seeking jurisdiction approvals of the Final TEP; and
- Presenting the Final Draft CWTP and the Final TEP to the Steering Committee for approval; and
- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot.

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:

- Responding to comments on the Draft Preferred SCS: The Jobs-Housing Connection Scenario
- Responding to comments on the draft transportation investment strategy;
- Refining draft 28-year revenue projections;
- Adopting the preferred land use and transportation scenario (May 2012); and
- Beginning the environmental review process.

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);
- Reviewing local transportation network priorities through the CWTP-TEP process; and
- Commenting on the Draft Preferred SCS: The Jobs-Housing Connection Scenario.

Key Dates and Opportunities for Input¹

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
Draft Preferred SCS Released: Completed
Preferred SCS Scenario Released/Approved: April/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
Release draft Transportation Investment Strategy: Completed
Prepare SCS/RTP EIR: May 2012 – October 2012
Release Draft RTP/SCS EIR: November 2012
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: Completed
Administer Call for Projects: Completed
Release Administrative Draft CWTP: Completed
Release Preliminary TEP Program and Project list: Completed
Adopt Final TEP: Completed
Obtain TEP approvals from jurisdictions: February – May 2012
Release Draft CWTP: Completed
Conduct TEP Outreach: January 2011 – June 2012
Adopt Final Draft CWTP and Final TEP: May 2012
Submit TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	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												
Alameda CTC Technical Work												
Information about upcoming CWTP Update and reauthorization												
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 Communities 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 preliminary for Job/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Task	2011					FY2011-2012					2011				
	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 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 update, project and program packaging, county 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															
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									Polling on possible Expenditure Plan projects & programs	Release Preferred SCS Scenario			
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					
	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														

Task		2012						FY2011-2012							
		January	February	March	April	May	June	July	August	Sept	Oct	November			
Alameda CTC Committee/Public Process															
Steering Committee	Adopt TEP		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot						VOTE: November 6, 2012		
	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans								VOTE: November 6, 2012		
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans								VOTE: November 6, 2012		
				Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012		
Public Participation				Expenditure Plan City Council/BOS Adoption											
Agency Public Education and Outreach		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														
						Potential Go/No Go Poll for Expenditure Plan									
Rolling															
Sustainable Communities Strategy/Regional Transportation Plan															
Regional Sustainable Communities Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Documentation Preparation		Prepare SCS RTP Plan									Release Draft SCS RTP for review		

This page intentionally left blank

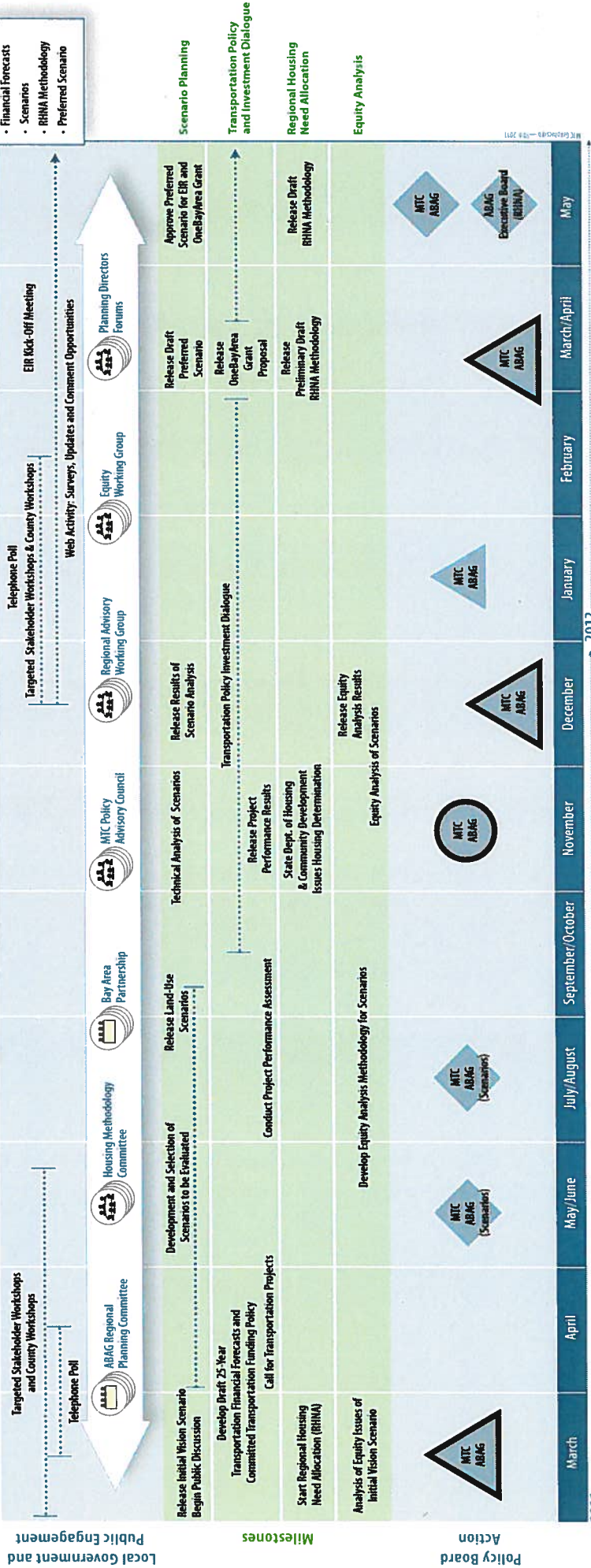
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

- Phase Two Actions/Decisions:
- Initial Vision Forecasts
 - Scenarios
 - Financial Forecasts
 - RHNA Methodology
 - Preferred Scenario



*Subject to change

Policy Board Actions

Meeting for Discussion/Public Comment

Joint meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Document Release

Decision

JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee

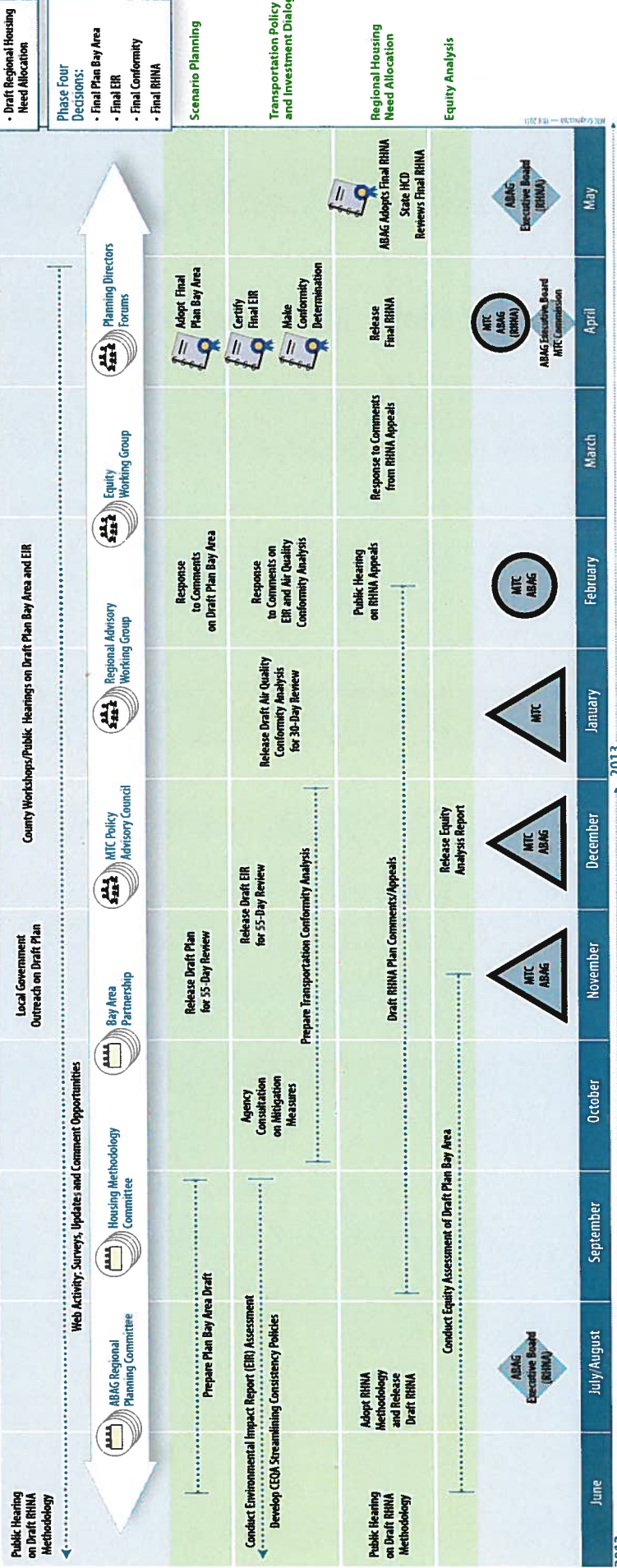
MTC - MTC Planning Committee

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



Phase Three Actions/Decisions:

- Draft Plan Bay Area
- Draft EIR
- Draft Regional Housing Need Allocation

Phase Four Decisions:

- Final Plan Bay Area
- Final EIR
- Final Conformity
- Final RHNA

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

ABAG Executive Board (RHNA)

ABAG - ABAG Administrative Committee

ABAG - MTC Planning Committee

Document Release

Decision

JOINT document release by MTC, ABAG and MTC

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



April 16, 2012

Mr. Ken Kirkey
Association Bay Area of Governments
MetroCenter
101 Eighth Street
Oakland, CA 94607

Thank you for the opportunity to comment on the recently released Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. The Alameda CTC, along with our city and county planning directors, has been engaged over the last 18 months in reviewing the Initial Vision Scenario, the Alternative Land Use Scenarios, and now the Draft Preferred SCS: Jobs-Housing Connection Scenario. We have worked closely with our 15 local jurisdictions in an attempt to align the regional trends in job and household growth under the various scenarios with the Alameda County Land Use Scenario Concept that was developed for and evaluated as part of our 2012 Countywide Transportation Plan (CWTP) update and Transportation Expenditure Program (TEP). As the CWTP and the TEP developed by Alameda CTC serves as input into the Regional Transportation Plan (RTP), we would like to develop the most realistic future growth scenario to accurately reflect the policy parameters and vision set by local jurisdictions within the county and to meet the objectives of the regional Sustainable Community Strategy (SCS).

Our comments are based on common concerns expressed by our local jurisdictions as well as a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept, the assumptions and outputs of which were provided to ABAG staff in January 2012 for use in developing the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. Individual Alameda County jurisdictions will also be submitting comments separately.

Funding the SCS: Elimination of Redevelopment Agencies

The State's elimination of redevelopment agencies, which has resulted in not only the loss of funding and planning agency staff, but also the disinvesting of public assets, will make it difficult, if not impossible, to accommodate the growth assumed in the Jobs-Housing Connection Scenario. This fiscal constraint along with solutions that address the loss of funding associated with the elimination of redevelopment agencies must be addressed in any scenario that is adopted for the SCS. For communities that are expected to take the level of employment and housing growth projected in the Preferred SCS, long term, reliable funding must be provided to ensure the development of complete communities, which include public services and jobs in addition transportation. Identifying sources of funding for public services

other than transportation as well as additional funding for transportation should begin now and addressed in the final scenario.

Comparison of Countywide to Regional Growth Assumptions

There remain significant differences between the distribution of household and employment growth between the ABAG/MTC Scenario and the Alameda CTC Scenario. Attachment A summarizes those differences, but overall a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept shows that approximately 24,000 less households and 48,000 more jobs are expected in Alameda County in 2040. While individual jurisdictions will be providing more specific comments about distribution in their areas, Alameda CTC would like to understand the rationale for the differences and how households and employment were assigned within Alameda County to account for these differences as well as to understand how households and employment were distributed throughout the region.

The Alameda County Land Use Scenario Concept was evaluated as part of the 2012 Alameda CWTP update, which is currently available as a draft document at http://www.alamedactc.org/app_pages/view/3070. A performance based evaluation was done using measures similar to those being used in the development of the Regional Transportation Plan and the SCS (Attachment B). The results show that with the Alameda County Land Use Scenario Concept and the fully funded transportation investments proposed, increases in access to frequent transit and activity centers is provided, especially to those in the lowest income quartiles and greenhouse gas emissions are reduced by 24% per capita over 2005 conditions exceeding the region's 15% goal.

Growth Inside vs. Outside PDAs/GOAs

The main objective of the Sustainable Community Strategy is to accommodate our future population and employment growth within the framework of a more environmentally sustainable land use model. Increased density and growth around transit hubs are the basis for this model. Both the Alameda County Scenario and the Draft Preferred Scenario would achieve a majority of growth within designated or proposed Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs), moving us towards these objectives, but the success varies among alternatives.

We realize that it is a challenge to predict the distribution of housing and job growth throughout the region, but we believe that the local jurisdictions have the best information to assess where the development is likely to occur. We encourage ABAG/MTC to consider the use of the Alameda County Land Use Scenario Concept in place of the Draft Preferred Scenario that has been developed through the regional process with much more limited input from the local jurisdictions and the county.

The local scenario would achieve a slightly more focused housing growth (3% more) in the PDAs while incorporating 20,000 more households than is currently reflected in the Draft Preferred Scenario and would achieve a similar focus in job growth (Attachment C), moving us closer to

the desired SCS outcome. Including GOAs increases the households and employment in transit oriented development areas even more (87% for households and 87% for jobs). While we understand that funding will be directed to PDAs, it is also important to not lose sight of GOAs that were identified in the SCS development process and may be candidates for future PDAs or employment centers for which transportation linkages are needed. The SCS process has illustrated the importance of linking PDAs and employment centers with transit and other transportation options, which the Alameda County Land Use Scenario Concept has achieved.

Regional Housing Needs Assessment (RHNA)

An important concern among the jurisdictions is a better understanding the connection between the SCS and RHNA and the level of support the cities and counties will receive for implementing RHNA. The Draft Housing Methodology identifies the SCS as a key input. The jurisdictions are concerned that if the RHNA is proportional to the SCS, then having an overly aggressive housing allocation in the SCS will result in the same for the RHNA allocation.

In summary, we hope that we are still able to work with ABAG to identify a land use scenario for Alameda County that is supported by the local jurisdictions and can be incorporated into the regional growth forecasts, with little if any change required if not for the 2013 SCS, then for the 2017 SCS. Our goal is to streamline the process and find a solution that serves both regional and local needs. The Alameda CTC is able to serve as a link between the Alameda County Planning Directors and ABAG to develop such a land use scenario.

Sincerely,



Beth Walukas, Deputy Director of Planning

Attachments:

Attachment A: Comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept

Attachment B: Performance Based Evaluation of the Alameda County Land Use Scenario Concept

Attachment C: Comparison of Household and Employment Growth Allocations to PDAs and GOAs

Cc:

Mr. Mark Luce, Chair, ABAG Administrative Committee (without attachments)

Mr. James Sperling, Chair, MTC Planning Committee (without attachments)

Alameda CTC Board (without attachments)

Alameda County Planning Directors

Alameda County Technical Advisory Committee (without attachments)

Ms. Miriam Chion, ABAG

Ms. Athena Ullah, ABAG

Mr. Doug Kimsey, MTC

Mr. Art Dao, Executive Director

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

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	Steering Committee December 1, 2011 12 – 2 p.m.	<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	CAWG/TAWG Joint December 8, 2011 1:30 – 5 p.m.	<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"> Review Final Draft TEP Discussion (as needed) on CWTP and TEP Receive update on revised second-round evaluation results for CWTP 	<ul style="list-style-type: none"> Presentation/Discussion of updates on CWTP and TEP Adopt TEP (Steering Committee) Presentation on second-round CWTP evaluation results Update on regional processes TAWG/CAWG/SC update
12	CAWG/TAWG Joint March 8, 2012 1:30 – 5 p.m. Steering Committee March 22, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> Review polling questions (3rd poll) Receive update on TEP progress through the City Councils Review Final Draft CWTP 	<ul style="list-style-type: none"> Discussion on polling questions Discussion on TEP progress through the cities Review Final Draft CWTP Update on regional processes TAWG/CAWG/SC update
13	CAWG/TAWG Joint May 10, 2012 1:30 – 5 p.m. Steering Committee May 24, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> Review Final TEP Review Final Draft CWTP Receive outreach toolkit, an update on TEP endorsements and next steps Update on Alameda CTC policy, planning and programming next steps Update on student transit pass program 	<ul style="list-style-type: none"> Adopt Final TEP and recommend Alameda CTC approval and request Board of Supervisors to place on ballot (Steering Committee) Adopt Final Draft CWTP (Steering Committee) Update on regional processes TAWG/CAWG/SC update

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
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
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
Civil Rights/Env./Social Justice/Faith-based Adv.	United Seniors of Oakland and Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng
15 CWC Organization	East Bay Economic Development Alliance	CW	Mr.	James W.	Paxson
16 CWC Organization	Sierra Club	CW	Ms.	Patrisha	Piras
Civil Rights/Env./Social Justice/Faith-based Adv.	TransForm (Community Planner)	CW	Mr.	Joel	Ramos
18 CWC Organization	Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers
19 Business	Board of Director for the City of Fremont Chamber of Commerce	South	Dr.	Raj	Salwan
Civil Rights/Env./Social Justice/Faith-based Adv.	ElderCare (Fremont, CA) Ponderosa Square Homeowners Association	South	Ms.	Diane	Shaw
Alameda CTC Community Advisory Committee	Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire
Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata

R:\CWTP 2012\CAWG\CAWG Records and Administration\1_Member Roster\CAWG_Members_Roster_120911.xlsx

Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
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			

This page intentionally left blank

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

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
14	Central	Don	Frascinella	Transportation Manager, PWD	City of Hayward
15	East	Susan	Frost	Principal Planner	City of Livermore
16	South	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District
17	East	Robin	Giffin	Senior Planner	City of Pleasanton
18	CW	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transportation Authority
19	South	Terrence	Grindall	Community Development Director	City of Newark
20	North	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning
21	North	Diana	Keena	Associate Planner	City of Emeryville
22	Central	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency
23	North	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department
24	South	Wilson	Lee	Transit Manager	City of Union City
25	Central	Tom	Liao	Planning and Housing Manager	City of San Leandro
26	Central East	Albert	Lopez	Planning Director	Alameda County
27	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
28	CW	Gregg	Marrama	Department Manager, Capital	BART
29	East	Paul	Matsuoka	Executive Director	Livermore Amador Valley Transit Authority
30	CW	Mona	Mena	Program Specialist, Emergency Medical Services	Alameda County Public Health Department
31	CW	Val	Menotti	Department Manager, Planning	BART
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

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
42	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency
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	Huisingsh	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	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

This page intentionally left blank