



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

Thursday, November 10, 2011, 1:30 to 4 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

## Meeting Outcomes:

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since the last meeting
- Receive an update on the development of the second draft of the CWTP
- Review and provide input on the draft TEP guidelines and preliminary lists of projects and programs
- Receive a presentation on polling results and on public outreach efforts
- 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 October 6, 2011 and October 13, 2011 Minutes**

[03 CAWG Meeting Minutes 100611.pdf](#) – Page 1

[03A Joint Steering Committee and CAWG Meeting Minutes 100711.pdf](#) – Page 9

[03B TAWG Meeting Minutes 101311.pdf](#) – Page 19

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

1:50 – 2:15 p.m. **5. Update on the Second Draft CWTP**

2:15 – 3:15 p.m. **6. Presentation and Discussion on Draft TEP Guidelines and Preliminary lists of Projects and Programs**

[06 Presentation Draft TEP Guidelines.pdf](#) – Presented at meeting  
[06A Draft TEP Chapters 1,3,4.pdf](#) – Page 29 (Under concurrent  
Legal Counsel review)

[06B Draft TEP Chapter2 Prelim List of Projects  
and Programs.pdf](#) – Posted online before meeting

- 3:15 – 3:45 p.m. **7. Presentation and Discussion on Public Outreach and Polling** |  
*07 Presentation Polling Results.pdf* – Page 43  
*07A Outreach Update Presentation.pdf* – Presented at meeting
- 3:45 – 3:50 p.m. **8. SCS/RTP: Update on Countywide and Regional Processes** |  
*08 Memo Regional SCS-RTP CWTP-TEP Process.pdf* – Page 95
- 3:50 – 3:55 p.m. **9. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** |  
*09 CWTP-TEP Committee Meetings Schedule.pdf* – Page 107  
*09A CAWG-TAWG Rosters.pdf* – Page 111
- 3:55 – 4:00 p.m. **10. Member Reports/Other Business** |
- 4 p.m. **11. Adjournment**

Key: A – Action Item; I – Information/Discussion Item; full packet available at [www.alamedactc.org](http://www.alamedactc.org)

**Next Joint CAWG/TAWG Meeting:**

Date: December 8, 2012

Time: 1:30 to 4 p.m.

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

**Staff Liaisons:**

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

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

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



**Alameda CTC Community Advisory Working Group Meeting Minutes  
Thursday, October 6, 2011, 2:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

## CAWG Members:

<u>A</u> Joseph Cruz	<u>A</u> Teresa McGill	<u>A</u> Raj Salwan
<u>P</u> Charissa Frank	<u>P</u> Gabrielle Miller	<u>P</u> Diane Shaw
<u>A</u> Arthur Geen	<u>P</u> Betsy Morris	<u>A</u> Sylvia Stadmire
<u>A</u> Chaka-Khan Gordon	<u>A</u> Betty Mulholland	<u>P</u> Midori Tabata
<u>A</u> Earl Hamlin	<u>A</u> Eileen Ng	<u>A</u> Pam Willow
<u>A</u> Unique Holland	<u>P</u> James Paxson	<u>P</u> Hale Zukas
<u>P</u> Lindsay Imai Hong	<u>P</u> Patrisha Piras	
<u>P</u> Roop Jindal	<u>P</u> Joel Ramos (Manolo	
<u>A</u> David Kakishiba	Gonzalez-Estay Attended)	
<u>A</u> JoAnn Lew	<u>A</u> Anthony Rodgers	

## Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Laurel Poeton, Assistant Transportation Planner
<u>P</u> Beth Walukas, Deputy Director of Planning	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Bonnie Nelson, Nelson\Nygaard	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

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**1. Welcome and Introductions**

Tess Lengyel called the Community Advisory Working Group meeting to order at 2:30 p.m.

**Guests Present:** Jane Kramer, STAND; Carolyn Verheyen, MIG

**2. Public Comments**

There were no public comments.

**3. Review of September 15, 2011 Meeting Minutes**

CAWG members reviewed the meeting minutes from September 15, 2011, and by consensus approved them as written.

The CAWG members had many comments regarding the TEP allocation exercise that took place when the members separated into three groups at the September 15 meeting. The members expected a composite documentation of the results from the CAWG and TAWG TEP allocation exercises and were not satisfied with the summary in the packet. Members also discussed the following:

- The summary was lacking consensus of the CAWG members, which is to invest in and support the transportation needs of transit dependent individuals.

- CAWG was not being credited for the input members provided.
- The lack of information available about specific projects and programs and the time constraints of the TEP exercises may have caused the results to not be useful for decision making.
- The Steering Committee's decision on a 60-40 percent split between programs and projects that it adopted at the September 22 meeting was a concern for some members.

Staff reminded the group that the intent of the TEP allocation exercise was to allow participants a hands-on opportunity to generate input about projects and programs and funding levels to include in the TEP. The exercise was never intended to form the basis of the TEP but is a tool to help formulate ideas for the TEP and to establish an understanding of the many challenging decisions that will have to be made in developing the actual TEP.

Alameda CTC held a joint meeting with CAWG and the Steering Committee on October 7, 2011 and the minutes are in Attachment *03A Joint Steering Committee and CAWG Meeting Minutes*.

#### **4. Update on CWTP-TEP Activities Since Last Meeting**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that Alameda CTC is working on the evaluation comments and will post them to the website when complete. Staff will alert CAWG when the comments are ready. Tess told the group that members would receive an update later in the meeting on outreach and polling.

#### **5. Discussion on the Preliminary TEP Outline and Program Allocations Formulas**

Tess reviewed the TEP draft outline and requested input from CAWG. The following input is from the members:

- When will staff have guidelines for the TEP? Staff will bring guidelines to CAWG in November.
- What will be the guidance on deciding benefits listed under item 1B? Staff stated that the goals the Steering Committee adopted in January are for both the CWTP and the TEP.
- TEP Outline item 3B6 - Will voters get to vote on a new expenditure plan every 20 years, or will it be something different? Staff stated that Alameda CTC is testing this in the poll, in the ballot language question and specifically in question 15. Alameda CTC has not made a decision on how it will handle going back to the voters. Staff knows that public approval is needed as well as a method to determine when and how we will go back to the voters.

Bonnie Nelson presented a recommendation on percentage allocations for program categories and requested input from CAWG on the overall distribution percentage among the categories proposed for the programs (60 percent) portion of the measure. CAWG members' comments are noted in Attachment A.

## 6. Discussion on Public Outreach and Polling

Tess stated that the public outreach workshops are scheduled as follows:

- October 18, South Berkeley Senior Center
- October 19, San Leandro Senior Community Center
- October 24, East Oakland Senior Center
- October 27, Union City Sports Center
- November 2, Dublin Civic Center Library

She mentioned that the final polling questions are in the packet, and staff updated them to contain and/or take into consideration comments from CAWG and TAWG.

Carolyn Verheyen gave a presentation on the fall outreach approach and provided an outreach toolkit training to the group. During the presentation, discussion took place on the strategies for the fall outreach. Members recommended these strategies:

- Continue to use multiple methods of outreach.
- Increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county.
- Increase participation from residents in the central and southern planning areas.
- Expand use of the outreach toolkit to help achieve participation representative of county demographics.
- Provide regular updates to the compiled list of participants.
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Questions/feedback from members on the outreach toolkit instructional presentation:

- Members requested a short summary of the results of the last poll to give to prior participants. Carolyn stated that they can give participants the Executive Summary.
- A member requested that staff add a list of transit operators to the *Alameda County Transportation Priorities Community Workshop* brochure under programs for transit operations. A member requested to include the student bus pass information in the brochure under transit operations. Staff stated that we can refer to the transit operator page.
- Will plenty of staff be available at the workshops to explain specific details about projects? Yes
- Caution was expressed to not use the transit operations page for the transit operators.
- Why is the program *Major Commute Route Improvements* listed in the brochure the way it is? Regarding the list submitted in response to the call for projects, Alameda CTC received many roadway improvements and put them in one category for the public outreach meetings since the small scale projects were scattered throughout the county and difficult to map. The route improvements program is in the brochure as a priority only; it's not a proposed program.
- On page 4 for transit funding, it says, "\$8 billion region-wide transit." Alameda CTC should replace it with the Alameda County number.

- On the last page of the brochure, the arrows versus the circles are confusing.
- Change the text on every page from “\*these are estimated funds needed not total costs” to “\*Estimated remaining funding required.”

Carolyn stated that the toolkit will be available online by Monday, October 10, and Alameda CTC will send the link to CAWG members.

**7. Update on the Draft CWTP Comments and Evaluation Process**

Staff is reviewing the evaluation comments and the comments on the administrative draft CWTP. Once the responses to the comments are complete, staff will post the comments on the Alameda CTC website.

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

ABAG is taking the OneBayArea schedule change to the Metropolitan Transportation Commission and ABAG’s Board in October.

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

None

**10. Member Reports/Other Business**

CAWG members inquired what to expect at the joint Steering Committee and CAWG meeting on October 7. Staff let the group know that the Steering Committee Chair, Mayor Green, will facilitate the meeting. This meeting is for the group to have a direct dialog with the Steering Committee. Staff encouraged CAWG to express their issues and concerns openly and freely.

**11. Staff Reports**

None

**12. Other Business**

None

**13. Adjournment**

The meeting adjourned at 5 p.m.

**Community Advisory Working Group  
October 6, 2011 Meeting**

**CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations**

On September 22, 2011, the Steering Committee adopted the TEP Parameters, providing guidance for the development of a preliminary draft TEP. The committee also adopted a goal of a 60-40 percent split between programs and projects.

Generally, the CAWG members expressed concern with the Steering Committee's decision on a 60-40 percent split between programs and projects. Staff requested input from the group on the proposed distribution percentages to programs based on 60 percent of funding overall to programs.

*Questions/feedback from the members:*

1. Will Alameda CTC monitor Local Streets and Roads (LSR) projects implemented using LSR funds to support Complete Streets state legislation? Staff stated that Alameda CTC is currently in the process of updating funding agreements for the current measure and is putting in place language regarding using LSR and Bicycle and Pedestrian funds to support Complete Streets. Alameda CTC anticipates carrying this policy over to the new measure. If voters approve the measure, Alameda CTC will incorporate this into the annual compliance reporting process. Staff stated that the Metropolitan Transportation Commission (MTC) has a checklist in place to monitor fund use.
2. A member made the suggestion to "require" not "expect" the funds to implement Complete Streets and to apply this to programs B, D, E, H, and others where it is relevant and has a possibility of being a Complete Streets project. CAWG members supported this suggestion.
3. A member suggested a similar requirement (listed in number 2) for Transportation Oriented Development (TOD): Require the cities to prevent the displacement of low-income residents, which is similar in the Association of Bay Area Government (ABAG) OneBayArea grant guidelines.
4. On Complete Streets, use the term "shall" as opposed to using the MTC checklist to monitor funds.
5. A member agreed with the suggestion to use similar guidelines as for ABAG OneBayArea grants. How will jurisdictions use Transit Center Development (TCD) funds in the future? Will the funds be only for capital projects? Staff stated that recipients use the TCD funds as matching funds for MTC Transportation for Livable Communities grants and to hire consultants for technical assistance, studies, and reports to assist jurisdictions in implementing TOD projects. Alameda CTC hasn't prescribed future fund use at this time.

## CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

Some jurisdictions are considering retail projects at TODs. Would Alameda CTC consider rent subsidies to help develop a project? Staff stated these funds are specifically for transportation development and, therefore, rent subsidies would not be eligible.

6. LSR funds are allocated to the jurisdictions as pass-through funds. The TEP should have something in place that encourages and rewards jurisdictions for making improvements to streets that have transit; this could be under Transportation and Land Use. Staff stated that this is stated in the second point under *Program E – Sustainable Transportation and Land Use Connections*. CAWG members requested to make the statement clearer and apply it to LSR.
7. Where does the student pass fit under programs? Staff stated that the student pass could be included under a number of programs, including Mass Transit, Sustainable Transportation and Land Use Linkage, and Community Based Transportation Planning (CBTP) Implementation.
8. CAWG members stated concerns that the student pass is not a separate line item, and it will have to compete as a competitive grant program under pilot programs. Assuming the program is successful, will the project sponsor continue to fund it? Members have seen this as a challenge with the Lifeline Transportation Program at the regional level; programs get their legs under them and have to go out and look for funding. A member noted that the student pass program shouldn't be negatively affected because of the structure of the programs.
9. All the programs are worthwhile; however, Alameda CTC needs to reconsider the split between projects and programs. Members are still concerned it's not enough, specifically for transit. For example, \$10 million a year for AC Transit will just prevent service cuts in 2012. It will not build up transit. Alameda CTC needs to rethink the amount for LAVTA; \$2 million a year will not be enough to restore lost services. Community-based transportation plans should provide more dollars to transit instead of diffusing them through a grant program. Staff stated that when the group thinks about the 60-40 percent split, consider that normally, some projects would have to compete through the grant programs, which are called programmatic projects. Alameda CTC can place programmatic projects in the capital portion of the expenditure plan and treat them like capital projects and they will not have to compete for the smaller-level grants and will be implemented like capital projects.
10. Concerns were stated about emphasizing innovative and emerging projects. Where is more emphasis on the last mile to transit, such as Safe Routes to Transit? Use language to reinforce this in several programs. Staff stated that Alameda CTC can include language under the bike/ped program as well. A member suggested to also place that language under *Program A – Mass Transit Operations, Maintenance and Safety*.



## **CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations**

11. The description of Central County is not correct on page 6 of Attachment 05A. Staff will correct it.
12. A member suggested to include CAWG's comments to the Steering Committee in the agenda packet not as a handout. Staff stated it will do so and has time due to the mailout dates.
13. For approved capital projects, are there criteria we can set up before Alameda CTC releases the funds? Can we recommend criteria for capital projects? Are there criteria for the sponsor to set up the project before Alameda CTC releases grant funds? Regarding Complete Streets, a member wants the ability to address neighborhood issues through TOD. Staff stated that projects are very different than programs, and each project goes through a developmental and environmental process and is funded in phases. For grants, the requirements are based on agreements with the project sponsors.
14. A member noted that the growth in senior population will be very strong, and will require ensuring appropriate formulas in the TEP to provide the paratransit money where most needed.

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**Countywide Transportation Plan Update and Transportation Expenditure Plan  
Development Steering Committee and Community Advisory Working Group  
Meeting Minutes  
Thursday, October 7, 2011, 12 p.m., 1333 Broadway, Suite 300, Oakland, CA**

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Attendance Key (A = Absent, P = Present)

**Members:**

<u>  P  </u> Mayor Mark Green, Chair	<u>  P  </u> Councilmember Olden Henson
<u>  P  </u> Councilmember Kriss Worthington, Vice-Chair	<u>  A  </u> Mayor Jennifer Hosterman
<u>  A  </u> Councilmember Ruth Atkin	<u>  P  </u> Mayor Marshall Kamena
<u>  P  </u> Director Tom Blalock	<u>  A  </u> Councilmember Rebecca Kaplan
<u>  A  </u> Vice Mayor Suzanne Chan	<u>  P  </u> Supervisor Nate Miley
<u>  P  </u> Supervisor Scott Haggerty	<u>  A  </u> Councilmember Larry Reid
<u>  P  </u> Director Greg Harper	<u>  P  </u> Vice-Mayor Luis Freitas (Alternate)

**Staff:**

<u>  P  </u> Arthur L. Dao, Alameda CTC Executive Director	<u>  P  </u> Vanessa Lee, Clerk of the Commission
<u>  P  </u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>  P  </u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>  P  </u> Beth Walukas, Deputy Director of Planning	<u>  A  </u> Geoffrey Gibbs, Legal Counsel
	<u>  P  </u> Zack Wasserman, Legal Counsel

CAWG Members and Guest(s): Please see the attached attendee list.

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**1. Welcome and Call to order**

Chair Mark Green called to order the Countywide Transportation Plan (CWTP) Update and Transportation Expenditure Plan (TEP) Development Steering Committee and Community Advisory Working Group (CAWG) meeting at 12:10 p.m. and welcomed the CAWG participants.

**2. Introduction**

The committee members introduced themselves and thanked Chair Green for facilitating a meeting with CAWG and the Steering Committee.

**3. Opening Remarks from the Steering Committee Chair**

Chair Mark Green opened the meeting stating that the goal is to have a productive meeting to discuss issues and concerns openly and freely about the development of the Countywide Transportation Plan and the Transportation Expenditure Plan. Alameda CTC is developing plans like never before in history and is responding to the provisions of Senate Bill 375. Overall, the process might appear fast to some, but it's needed to meet specific deadlines to be able to expand funding for programs and projects in Alameda County. Mayor Green

informed the committee that Alameda County needs two-thirds of the votes for approval of the measure. We need to keep in mind that state and federal funding assistance is decreasing. He opened the meeting to general comments and discussion from both Steering Committee members and CAWG members.

#### **4. Roundtable Discussion on the Development of the CWTP-TEP**

##### *Discussion highlights:*

- A number of CAWG members were disappointed after the last Steering Committee meeting because the group had gone through a TEP development exercise and the outcomes of that effort seemed to be ignored. The members said that it's important going forward to empower staff to inform the Steering Committee of important feedback from CAWG prior to the Steering Committee making decisions. CAWG members were upset that the Steering Committee adopted the 60-40 split between programs and projects without reviewing the outcomes of the TEP exercise from both CAWG and TAWG.
- The 60-40 percent split was fine in the past, but going forward, the split is not adequate since programs and projects will not receive as much federal and state funding.
- Consider the factor of the two-thirds vote and the balance needed between local streets and roads and transit to receive voter approval.
- A member stated that once the poll results are in, the Steering Committee is flexible enough to look at a different split, but in the meantime, the Alameda CTC will continue to move forward with the TEP development based on the adopted TEP parameters.
- The trends are different now versus in 2001 when the 60-40 percent split between programs and projects was successful. Now Alameda CTC is looking at having programs become projects, and that will free up a portion of the 60 percent. Staff stated that the East Bay Greenway program is an example of a project that is normally funded through program grants, but should be treated like a project because of its project development process and construction needs. Questions arose about how this kind of change would affect the percentage split. Staff and Chair Green clarified that Alameda CTC would count a project against the 40 percent allocation, and it would be subject to the environmental and full funding clearance requirements of capital projects. It would not be counted against the 60 percent.
- A member said it appears there would be a 75-25 percent split if we didn't take the projects out of the programs category. Would Alameda CTC consider that for the TEP?
- The Commission will take into consideration the poll and outreach efforts. When Measure B passed the first time, it had more projects; the second time it passed, it had more programs. If it passes this time, and it's a 60-40 percent split, Alameda County will have more money, and every 20 years, the Commission will review funding levels with regard to project and program needs, and the split can change.
- A member stated that even though Alameda County is looking for a measure in perpetuity, there may come a time that projects need more money.

- What is the Steering Committee's vision for Alameda County in terms of health and safety? From Urban Habitat's perspective, the need for more transit and transit services is the vision and focus.
- The memo summarizing CAWG and TAWG TEP allocation exercises did not acknowledge choices made by the advisory groups. The 80-20 percent split between programs and projects may not be the magic number, but Alameda CTC should consider something more than the 60-40 percent split. The CAWG members participated in a discussion on Thursday, October 6, 2011 for the TEP program allocations, and staff told them that the same memo will come to the Steering Committee.

Staff mentioned that the poll has language in several places that refers to "voter approval every 20 years in the new expenditure plan." A comment was made by a CAWG member that at the last Steering Committee meeting as part of the discussion on the parameters, Mr. Wasserman stated that the "voters will see the plan but will only vote on an extension, and never again will we have a Hayward Bypass situation." At that same meeting, Arthur Dao stated that transparency is important. Will the voters get to vote on a new expenditure plan every 20 years or will it be something different? The intent is that 20 years will be ample time to see what took place and see the shift of needs over time and that voters will be able to act on a plan every 20 years.

The CAWG members' request of the Steering Committee is to take a different approach in terms of the 60-40 percent split for programs and projects. The group asked for a balance between transit, local streets and roads, and projects, and to consider different split percentages.

Steering Committee members noted the importance of seeing the results of the poll before it considers changing the 60-40 percent split. It was emphasized that to get the expenditure plan to pass, it will require the elected officials, labor, business, nonprofits, and advocates to support a strong campaign to bring the message to the voters.

Staff stated that the next steps are as follows:

- Hold five public workshops around Alameda County in October.
- Conduct the second round of polling and bring the results to the committees in November.
- Develop the first draft of the TEP and bring it to the committees in November.

*Public comments:*

- *Dave Campbell with East Bay Bicycle Coalition* stated that Alameda CTC should eliminate the split in the TEP for three reasons: 1) the 60-40 percent split is based on the last go-around; 2) definitions between projects and programs do not seem to be clear; 3) it's a sub-regional issue. He urged the committee members to speak up for what they want, based on the poll and the transportation planning. The EBBC is requesting that staff generate a plan to fully fund bicycle and pedestrian projects in the Countywide Bicycle and Pedestrian Plan.

- *Robert Raburn with BART* shared his perspective of assembling many program improvements into deliverable projects. His reasoning for this is because a steep decline in revenue and receipts in 2008 impacted programs, yet projects were bonded and moved forward. If Alameda CTC assembles programs like Station Modernization and Safe Routes to Transit into projects, the Commission will have the ability to bond and move them forward.

## **5. Adjournment**

The meeting adjourned at 2:05 p.m.



**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
JOINT STEERING AND CAWG MEETING  
ROSTER OF MEETING ATTENDANCE  
October 07, 2011  
1333 Broadway, Suite 300, Oakland, CA 94612**

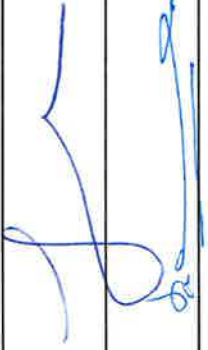

<b>JURISDICTION/AGENCY</b>	<b>COMMISSIONERS</b>	<b>Initials</b>	<b>ALTERNATES</b>	<b>Initials</b>
City of Union City	Mayor Mark Green, Chair		Vice-Mayor Rob Bonta	
City of Berkeley	Councilmember Kriss Worthington, Vice Chair	<i>Kriss</i>	Vice-Mayor Luis Frietas <i>FRIETAS</i>	<i>LF</i>
County of Alameda	Supervisor Scott Haggerty	<i>SH</i>	Mayor Tim Sbranti	
County of Alameda	Supervisor Miley	<i>am</i>	Councilmember Joyce Starsciak	
City of Emeryville	Councilmember Ruth Atkin			
BART	Director Tom Blalock	<i>MB</i>		
AC Transit	Director Greg Harper	<i>gh</i>		
City of Fremont	Vice Mayor Suzanne Chan			
City of Hayward	Councilmember Olden Henson	<i>OPH</i>		
City of Pleasanton	Mayor Hosterman			
City of Livermore	Mayor Kamena	<i>(MK)</i>		
City of Oakland	Councilmember Rebecca Kaplan			

<b>STAFF</b>	<b>Initials</b>	<b>STAFF/CONSULTANT</b>	<b>Initials</b>
Arthur L. Dao – Executive Director		Gladys Parmelee – Office Supervisor	<i>ao</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Vanessa Lee – Clerk of the Commission	<i>Lee</i>
Beth Walukas –Deputy Director of Planning	<i>BW</i>	Angie Ayers-Smith- Program Management Team	<i>Angie</i>








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# **Alameda County Transportation Commission Community Advisory Working Group Friday, October 7, 2011**

Organization	Planning Area	Title	First Name	Last Name	Signature
1 California Alliance for Jobs.	CW	Mr.	Joseph R.	Cruz	
Economic Development Committee (Oakland)	North	Ms.	Charissa M.	Frank	
Alameda County Taxpayer's Association	CW	Mr.	Arthur B.	Geen	
Transportation Justice Working Group	CW	Ms.	Chaka-Khan	Gordon	
5 League of Women Voters	CW	Mr.	Earl	Hamlin	
Alameda County Office of Education	CW	Ms.	Unique S.	Holland	
7 Urban Habitat	CW	Ms.	Lindsay S.	Imai Hong	
8 Alameda CTC CAC	CW	Dr.	Roop	Jindal	
Oakland Unified School District, Board of Education	North	Mr.	David	Kakishiba	
10 Alameda CTC CWC	CW	Ms.	JoAnn	Lew	
Davis Street Family Resource Center	Central	Ms.	Teresa	McGill	

# Alameda County Transportation Commission Community Advisory Working Group Friday, October 7, 2011

Organization	Planning Area	Title	First Name	Last Name	Signature
Genesis, and Corpus Christi 12 Catholic Church (Piedmont)	North	Ms.	Gabrielle M.	Miller	
13 East Bay Bicycle Coalition	CW	Ms.	Betsy	Morris	
14 PAPCO	North	Ms.	Betty	Mulholland	
United Seniors of Oakland and 15 Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng	
East Bay Economic Development 16 Alliance	CW	Mr.	James W.	Paxson	
17 Sierra Club	CW	Ms.	Patrisha	Piras	
18 TransForm (Community Planner)	CW	Mr.	Joel	Ramos	
19 Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers	
Board of Director for the City of 20 Fremont Chamber of Commerce	South	Dr.	Raj	Salwan	
ElderCare (Fremont, CA) Ponderosa Square Homeowners 21 Association	South	Ms.	Diane	Shaw	
22 Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire	

**Alameda County Transportation Commission**  
**Community Advisory Working Group**  
**Friday, October 7, 2011**

	Organization	Planning Area	Title	First Name	Last Name	Signature
23	Alameda CTC BPAC	CW	Ms.	Midori	Tabata	
	Alameda County Public Health Department	CW	Ms.	Pam L.	Willow	
24						
25	Alameda CTC PAPCO	North	Mr.	Hale	Zukas	
26	Vacancy	CW				
27	Vacancy	CW				

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**Alameda CTC Technical Advisory Working Group (TAWG) Meeting Minutes  
Thursday, October 13, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

<u>A</u> Alex Amoroso	<u>P</u> Paul Keener	<u>P</u> Mike Tassano
<u>P</u> Aleida Andrino-Chavez	<u>P</u> Obaid Khan	<u>A</u> Lee Taubeneck
<u>A</u> Marisol Benard	<u>P</u> Donna Lee	<u>A</u> Andrew Thomas
<u>A</u> Kate Black	<u>A</u> Wilson Lee	<u>A</u> Jim Townsend
<u>A</u> Jeff Bond	<u>A</u> Tom Liao	<u>P</u> Bob Vinn
<u>P</u> Jaimee Bourgeois	<u>A</u> Albert Lopez	<u>A</u> Marine Waffle
<u>A</u> Charlie Bryant	<u>P</u> Joan Malloy	<u>P</u> Bruce Williams
<u>A</u> Ann Chaney	<u>A</u> Gregg Marrama	<u>A</u> Stephen Yokoi
<u>A</u> Mintze Cheng	<u>P</u> Val Menotti	<u>P</u> Karl Zabel
<u>P</u> Keith Cooke,	<u>P</u> Neena Murgai	<u>A</u> Farooq Azim (Alternate)
<u>A</u> Brian Dolan	<u>A</u> Matt Nichols	<u>A</u> Carmela Campbell (Alternate)
<u>A</u> Soren Fajeau	<u>A</u> Erik Pearson	<u>P</u> George Fink (Alternate)
<u>A</u> Jeff Flynn	<u>A</u> James Pierson	<u>A</u> Gary Huisingsh (Alternate)
<u>P</u> Don Frascinella	<u>A</u> Jeri Ram	<u>P</u> Nathan Landau (Alternate)
<u>A</u> Susan Frost	<u>A</u> David Rizk	<u>A</u> Cory LaVigne (Alternate)
<u>A</u> Jim Gannon	<u>A</u> Mark Roberts	<u>A</u> Larry Lepore (Alternate)
<u>P</u> Robin Giffin	<u>A</u> Brian Schmidt	<u>A</u> Kate Miller (Alternate)
<u>A</u> Mike Gougherty	<u>P</u> Peter Schultze-Allen	<u>P</u> Bob Rosevear (Alternate)
<u>A</u> Terrence Grindall	<u>P</u> Jeff Schwob	
<u>P</u> Cindy Horvath	<u>A</u> Tina Spencer	
<u>P</u> Diana Keena	<u>A</u> Iris Starr	

Staff:

<u>A</u> Arthur L. Dao, Alameda CTC Executive Director	<u>P</u> Laurel Poeton, Assistant Transportation Planner
<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Beth Walukas, Deputy Director of Planning	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
<u>P</u> Bonnie Nelson, Nelson\Nygaard	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

**1. Welcome and Introductions**

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

**Guests Present:** John Chaplick, MIG; Matt Todd, Alameda CTC

**2. Public Comments**

There were no public comments.

**3. Review of September 8, 2011 Minutes**

TAWG members reviewed the meeting minutes from September 8, 2011 and by consensus approved them as written with the exception of the following comment on the TEP Simulation Exercise.

The TAWG members requested that Alameda CTC staff document the outcomes of the discussion about the *Summary of TAWG and CAWG TEP Simulation Exercise* and present them to the Steering Committee at the October 27, 2011 meeting. Staff agreed, and TAWG comments are noted in Attachment A.

#### **4. Update on CWTP-TEP Activities Since Last Meeting**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that on Friday, October 7, 2011, Alameda CTC held a joint meeting with the Community Advisory Working Group (CAWG) and the Steering Committee. A roundtable discussion took place and participants shared thoughts about the overall process, the CWTP, and the TEP. The Steering Committee adopted the TEP parameters at the September 22 meeting, and staff is working on a draft TEP based on those parameters. A joint CAWG and TAWG meeting is scheduled on November 10 from 1:30 to 4 p.m., and the Steering Committee added a meeting on November 17 from 12 to 3 p.m.

#### **5. Discussion on the Preliminary TEP Outline and Program Allocations Formulas**

Tess reviewed the TEP draft outline and requested input from the TAWG. Members provided the following comments:

- How do consultants fit into the percentage of funding on page 12 under *Governing Board and Organizational Structure*? Staff stated that we have a 1 percent cap on administrative staff salaries and 4.5 percent cap written in the current expenditure plan, which is inclusive of consultants. Tess noted that this may carry over into the new expenditure plan. Alameda CTC will include information on the local contracting program in the new plan.
- A member wants to make sure that local funds are spent locally. Spent locally usually means that the funds can't be spent inter-county, which would impact BART and AC Transit operators.

Bonnie Nelson presented a recommendation for percentage allocations to program categories and requested input from TAWG on the overall distribution percentage among the categories proposed for the programs (60 percent) portion of the measure. TAWG's comments are noted in Attachment B.

#### **6. Discussion on Public Outreach and Polling**

Tess stated that the public outreach workshops are scheduled as follows:

- October 18, South Berkeley Senior Center
- October 19, San Leandro Senior Community Center
- October 24, East Oakland Senior Center
- October 27, Union City Sports Center
- November 2, Dublin Civic Center Library

A member said the City of San Leandro put the workshop schedule on its website, and she mentioned that it would be helpful if the other cities did the same.

Tess informed the group that the final polling questions are in the packet and the polling results will go to the Steering Committee at the October 27 meeting.

Joan Chaplick gave a presentation on the fall outreach approach and provided outreach toolkit training to the group. During the presentation, discussion took place on the strategies for the fall outreach. Members recommended these strategies:

- Continue to use multiple methods of outreach.
- Increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county.
- Increase participation from residents in the central and southern planning areas.
- Expand use of the outreach toolkit to help achieve participation representative of county demographics.
- Provide regular updates to the compiled list of participants.
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Questions/feedback from members on the outreach toolkit instructional presentation:

- Members requested that staff provide them with a small subset of PowerPoint slides as a visual during the outreach toolkit.
- Members requested that staff provide a standard message for TAWG members to send an email blast to organizations.

#### **7. Update on the Draft CWTP Comments and Evaluation Process**

Staff is reviewing the last of the evaluation comments and the comments received on the administrative draft CWTP. Once the evaluation comments are complete, staff will post the comments and responses on the Alameda CTC website. For the CWTP, the Steering Committee requested staff at the September 22 meeting to send an e-mail to TAWG about their priorities and to seek input on the administrative draft CWTP. Alameda CTC did not remove any projects and programs from the list; however staff added a number of programmatic projects that TAWG thought Alameda CTC should move from programs into projects. Also, staff clarified the loan amounts.

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

Beth briefed on the regional-level project schedule.

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

None

#### **10. Member Reports/Other Business**

Don Frascinella stated that the City of Hayward staff will go to the city council on November 15 and ask for feedback on the administrative CWTP and TEP.

Nathan Landau stated that on November 16, AC Transit will take the administrative draft CWTP and TEP to its Board for comments.

**11. Adjournment**

The meeting adjourned at 3:35 p.m.



## Technical Advisory Working Group October 13, 2011 Meeting

### TAWG Comments on the Transportation Expenditure Plan (TEP) Allocation Exercise

During the month of September, TAWG and CAWG participated in a TEP allocation exercise intended to allow participants a hands-on opportunity to generate input about projects and programs to include in the TEP and their funding levels. The exercise was meant to demonstrate that trade-offs will need to be made in developing the TEP and was not meant to represent a recommendation for a draft TEP for the Steering Committee consideration.

TAWG members had concerns with the way in which staff represented the outcomes of the TEP allocation exercise, and they discussed it at length. TAWG members requested that Alameda CTC staff document the outcomes of the discussion about the *Summary of TAWG and CAWG TEP Simulation Exercise* and present them to the Steering Committee at the October 27, 2011 meeting. Staff agreed to this request.

TAWG members' comments are noted below:

- TAWG was concerned about how Alameda CTC will use the information contained in the summary document, considering the lack of detail available about specific projects and programs and the lack of time to complete the exercise sufficiently. The general consensus of TAWG was that Alameda CTC should not use or represent the data generated from the allocation exercises as a potential TEP. Staff stated that the goal of the exercise was to show the participants the way Alameda CTC must balance the projects and programs going into the expenditure plan. The exercise was never intended to form the basis of the TEP but is a tool to help formulate ideas for the TEP.
- TAWG stated that in future, it would be helpful for staff to bring results back to TAWG for review before forwarding comments to the Steering Committee. Staff indicated that this is the preferred method of conveying and reviewing information, but the schedule for this process has not allowed that and every effort will be made in the future to provide more adequate review time when possible.
- Reporting the information in the summary without the proper caveat that this was only the results of an exercise made the results look more real than was intended. TAWG stated that this exercise and the results do not represent TAWG's recommendation for which projects or programs to include in a draft TEP or the split between projects and programs.
- TAWG requested that staff revise Figure 2 to clearly state caveats listed on page 1 of the document. The members stated that the four projects shown in the high-consensus category create an impression that they are preferred projects, when they are not, and members did not come to an actual consensus regarding projects and programs. Staff indicated that they would not use the results of the exercise to identify preferred projects or to generate draft TEPs.

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## Technical Advisory Working Group October 13, 2011 Meeting

### TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

On September 22, 2011, the Steering Committee adopted the TEP Parameters, providing guidance for the development of a preliminary draft TEP. On October 13, 2011, staff presented a recommendation for percentage allocations to program categories and requested input from TAWG on the overall distribution percentage among the categories proposed for the programs (60 percent) portion of the measure.

Generally, the TAWG members would like to see more funds flow directly to the local jurisdictions so they can have the discretion to apply the funds how and where they want based on their jurisdiction's needs, rather than having to apply for grants. They expressed following:

- Reducing the percentages of the existing programs does not make sense from a needs perspective because existing needs are not going away.
- Shifting to a competitive grant process is difficult for local jurisdictions because under this method of distributing funds, funding streams are not guaranteed, which makes planning for and operating programs uncertain from year to year.
- Applying for grants takes staff time, and many jurisdictions do not have enough staff to assist in completing the documents required to apply for a competitive grant.

Some of the TAWG members expressed concern with the 60-40 percent split between programs and projects and requested that Alameda CTC revisit the topic.

#### *Questions/feedback from the members:*

1. The group provided the following comments on the TEP programs:
  - Program A – Mass Transit Operations, Maintenance and Safety: Members stated that local jurisdictions do not have enough money for transit operations now, and reducing this program to 18.5 percent is not a good idea. Having a competitive grant program in mass transit does not make sense, because there are so few transit operators that will compete for the same funds. We should define the things we need to focus the funds on and fund the transit agencies for these projects based on specific criteria.
  - Program B – Local Streets and Roads (LSR): Members do not want to see the LSR funds reduced to 18 percent; even though the amount of money received will be more, it still is not enough. Instead of increasing the bicycle and pedestrian funds by 2 percent, give that increase to LSR. A member suggested keeping the LSR funds the same as in the current measure.

## **TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations**

- Program C – Specialized Transportation for Seniors and Persons with Disabilities: Currently, local jurisdictions are challenged to keep the paratransit programs running.
  - Program D – Bicycle and Pedestrian Safety: Bicycle and pedestrian infrastructure is the same as improving the roads; therefore, keep the bicycle and pedestrian funds at 5 percent, knowing they are also helped by the Local Streets and Roads Program, which would provide adequate funding amounts.
  - Program E – Sustainable Transportation and Local Land Use Linkages: Members stated that this is an overlap with what the Metropolitan Transportation Commission (MTC) is doing, and members do not understand why Alameda CTC wants create an additional grant program with Program E.
  - Program F – Technology, Innovation and Development: Local jurisdictions are struggling to find operations funds for innovative ideas, and so this program is necessary for the future of Alameda County.
  - Program G – Freight and Economic Development: Members stated that 2 percent for this program is too much.
2. Members restated that operational funds should be maximized because they are much needed and that the TEP should directly distribute funds to the local jurisdictions for the reasons stated above to spend at their discretion based on the local needs.
  3. Members voiced concerns about how the Association of Bay Area Governments (ABAG) and MTC are shifting funds to Transit Oriented Development (TOD) areas. Alameda CTC and jurisdictions will need to pay attention to this relationship for how it will impact Program E. Funds are also shifting from the State Transportation Improvement Program (STIP) and the Federal Congestion Mitigation and Air Quality (CMAQ) to Program E. Staff stated that the Alameda CTC has been participating in the One Bay Area Grant (OBAG) dialogue and providing comment, but that funds from the OBAG grant are more closely aligned with TODs, and TAWG will see that reflected in both the Countywide Transportation Plan (CWTP) and the TEP.
  4. Will San Francisco Bay Area Rapid Transit District (BART) station modernization fall under projects or programs? Staff stated that station modernization will fall under programs. Where will station modernization fit on the list of programs in Attachment 05A? Staff stated that the CWTP will identify station modernization as eligible for funding under programs, and it will appear in the second draft of the plan.
    - Will the BART to Livermore project be eligible for additional operational funds? Staff stated that BART has never received operational funds from Measure B, with the exception of some funds to help meet the Americans with Disabilities Act (ADA) mandate. The BART representative stated that if BART is looking for an extension on the BART to Livermore project, additional operating funds may be necessary to cover any subsidies required. In the MTC Transit Sustainability Project process, MTC is looking at reducing the transfer penalty between

## TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

- operators to make it seamless. This will improve the trip from the passenger perspective but will reduce revenues.
- Will additional operating funds be included in the TEP to address the effect of the transfer penalty? Staff stated that there is an overall increase in transit operating funds that could potentially address some of this effect.
  - Will adding bike stations at BART fall into the bicycle pedestrian program? Staff stated if BART can show the number of people bicycling to transit, adding bike stations to BART as a program can fit within the bullet “increase the number of trips made by bicycle and on foot” under Program D.
  - BART has not been eligible for certain funds allocated by MTC, because the funds have been oriented toward local street networks. Will BART be eligible for TEP funds? Staff stated that along with jurisdictions and community-based organizations, BART may be eligible for many of the competitive grant programs.
5. Where are the programmatic capital projects? Staff stated that the programmatic capital projects nomenclature is specific to the CWTP and will be eliminated, because the programmatic capital projects under programs that were moved to capital projects in the CWTP are really all just smaller-scale capital projects. The term programmatic capital project is being used to keep track of them as they transition from one list to another.
6. Why can't we use a combination of residential and employment population to calculate the pass-through formula? Staff stated that it is bringing the same population and road miles calculation to the Steering Committee and if requested could look at other alternatives.
- A member stated that using employment data to determine pass-through funding may skew the results by allocating money when there is no need and can take money away from a necessary project.
  - If augmentation is not indicated in the poll, when will the categories and percentages change? Staff stated that if augmentation is not an option, the program recommendations will change to reflect an extension only. Staff stated that Alameda CTC has received preliminary poll results, and they are encouraging. Staff will present the results to the Steering Committee at the October 27 meeting.
7. A member requested more information about the Community Based Transportation Planning (CBTP) program. Staff said the CBTP supports transit, bicycle and pedestrian improvements in low income areas and is supported by many of the other programs.
8. A member suggested that it's a good idea to use the LSR funds for Complete Streets.

## **TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations**

9. Will Program G funds support rail for passengers and freight? Staff stated that Alameda CTC needs to fully define the plan for Program G. Goods movement is one of the areas that historically gets short shrift for funding, but is the area that impacts our economy. Staff is beginning to identify the scope of the Goods Movement Plan, which will be used to determine priorities and projects in this area and could be funded with this program.
10. A member suggested keeping the 2 percent increase for the bicycle and pedestrian program.
11. A member said it's great we have flexibility to add to Complete Streets, but it should not be a requirement for funding. Staff said that the OneBayArea grant currently proposes making Complete Streets a requirement for this funding source.

# BACKGROUND AND SUMMARY



## FULFILLING THE PROMISE TO VOTERS

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

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

- Travel models predict that vehicle miles traveled will increase by 40%
- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the

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

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

The expenditure plan funds critical improvements to our county's transit network, including expanding transit operations and restoring service cuts, as well as expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-880, I-680, I-580, I-80, I-238, and State Routes 84 and 92. In addition, the plan recognizes the growth in bicycle and pedestrian travel, completing major trails and bikeways, and making substantial improvements in pedestrian safety and access.

## STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

## BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

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

## WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

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

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



reductions, have resulted in higher fares and less service.

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

## HOW THIS PLAN WAS DEVELOPED

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

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

advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

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

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

## VISION AND GOALS

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

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making

- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective
- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment

### **TAXPAYER SAFEGUARDS**

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

### **Local Funds Spent Locally**

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

## WHAT DOES THE EXPENDITURE PLAN FUND?

THIS SECTION WILL BE UPDATED EXTENSIVELY AFTER PROJECTS AND PROGRAMS ARE REVIEWED BY THE ADVISORY COMMITTEES AND FINALIZED BY THE STEERING COMMITTEE IN NOVEMBER.

Table 1 Summary of Investments by Mode

Investment Type	Funds Allocated
Transit Investments	
Local Streets and Roads and Major Commute Routes	
Highway Safety, Efficiency and Access Improvements	
I-80 Corridor	
I-880 Corridor	
I-580 Corridor	
I-680 Corridor	
Route 84 Corridor	
Bicycle and Pedestrian Safety	
Sustainable Transportation and Land Use Connections	
Specialized Transportation for Seniors and People with Disabilities	
Community Based Transportation Planning	
Freight and Economic Development	
Technology and Innovation	

Table 2 Investments by Part of the County

Investment Type	Funds Allocated
North County Investments	
Central County Investments	
South County Investments	
East County Investments	

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# GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

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

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

## GOVERNING BOARD

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

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities

- AC Transit
- BART

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

The Alameda CTC will hire the staff and professional assistance required to administer the tax to implement projects and programs as outlined in the expenditure plan. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs, will not exceed 5% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

## INDEPENDENT WATCHDOG COMMITTEE

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

The responsibilities of this committee are:

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

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

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

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

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

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

## ADVISORY COMMITTEES

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

### Alameda County Transportation Advisory Committee (ACTAC)

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

### Paratransit Advisory and Planning Committee (PAPCO)

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

funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

### **Bicycle and Pedestrian Advisory Committee (BPAC)**

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

### **Other Committees**

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

## **ANNUAL REPORTING**

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

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

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

## **FINANCING OF PROJECTS AND PROGRAMS**

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

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

## **PLAN UPDATES**

This transportation sales tax will remain in effect in perpetuity. The projects and programs in the TEP cover the period from the initiation of the tax in 2012 through June 30, 2042, a period of 30 years. Because needs change over time, the expenditure plan is intended to be revisited no later than the last general election date prior to the plan's termination date in 2042, and every 20 years thereafter.

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

A recommendation for the adoption of an updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be referred to the cities and to Alameda County to be

placed on the ballot. The updated plan will appear on a general election ballot for endorsement of the voters, where it will require a majority vote for implementation.

### **RESPONSIBILITY OF FUND RECIPIENTS**

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All recipients of funds allocated in this expenditure plan will be required to report on the performance of the projects and programs implemented with these funds. Annual project and program performance reports for each project and program funded in this plan are required and will be made publicly available at the beginning of each calendar year.

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





# IMPLEMENTING GUIDELINES

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

## ADMINISTRATION OF THE PLAN

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

CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 5% of the proceeds of this tax.

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

## PLAN UPDATE PROCESS

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6. **Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in November of 2012 through June 30, 2042.
7. **Plan Update Schedule:** The TEP will be updated at least one time no later than the last general election prior to its expiration in 2042 and then at least once every 20 years thereafter.

8. **Adoption of a New Plan:** In order to adopt an updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents and businesses to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the plan update.
9. A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions for endorsement. The plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.
10. All meetings at which a plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will follow a process designed to allow for maximum public input into the development of updating the plan.

## TAXPAYER SAFEGUARDS AND AUDITS

11. **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.
12. **Interest Remains within Funds:** All tax revenues and interest earned will be deposited and maintained in a separate fund. Local jurisdictions and any entity that receives these funds must also maintain them in a separate fund. All entities receiving tax funds must report annually on expenditures and progress in implementing projects and programs.

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

## RESTRICTIONS ON FUNDS

15. **No Substitution of Funds:** Sales tax revenues shall be used to supplement, and under no circumstances replace, existing local revenues used for transportation purposes.
16. **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.
17. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to the requirements of the California Environmental Quality Act (CEQA), Title VI of the Civil Rights Act, and other laws and regulations of federal, state and local government. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations.

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

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

## MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

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

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## Telephone Survey of Alameda County Voters

Presentation of survey findings

Prepared for  
Alameda County Transportation Commission  
(Alameda CTC)



**EMC Research, Inc.**  
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Oakland, CA 94612  
(510) 844-0680  
EMC #11-4453

**DRAFT 10/25/2011**

## Methodology

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- ▶ Telephone Survey of Alameda County Voters
- ▶ 805 completed interviews
- ▶ Overall Margin of error  $\pm 3.5\%$
- ▶ Conducted September 28 – October 9, 2011
- ▶ Interviews conducted by trained, professional interviewers in English, Spanish & Cantonese
- ▶ Split Sample Methodology
  - ▶ Sample A: Extension +  $\frac{1}{2}$  cent sales tax
  - ▶ Sample B:  $\frac{1}{2}$  cent tax only
- ▶ Where possible, results are compared with:
  - ▶ Telephone survey of Alameda County Voters conducted for Alameda CTC between March 6 – March 14, 2011; n=813; Margin of Error =  $\pm 3.4$  percentage points
- ▶ Results weighted to reflect likely voter population distribution in Nov. 2012

*As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.*

*Please note that due to rounding, percentages may not add up to exactly 100%*

Region	# of interviews	Margin of Error ( $\pm$ )	Weighted % of Population
Central Alameda Co.	176	7.4%	22%
East Alameda Co.	150	8.0%	19%
North Alameda Co.	303	5.6%	37%
South Alameda Co.	176	7.4%	22%



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## Key Findings

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



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## Key Findings (Continued)

4

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



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## Measure B Renewal - Initial Vote

### Survey #1 Vote

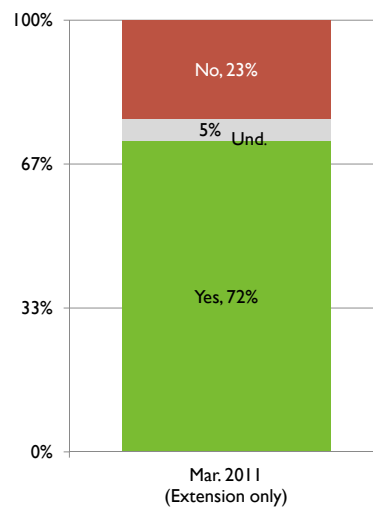
#### Survey #1 (March 2011)

*There may be a measure on the ballot next year in Alameda County that would*

- *extend the existing half cent transportation sales tax to*
- *address an updated plan for the county's current and future transportation needs.*

*The money from this measure:*

- *could only be spent on the voter-approved expenditure plan*
- *all money from this measure would stay in Alameda County and could not be taken by the state.*



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## Split Sample

### Survey #2 (October 2011)

#### SAMPLE A (Extension + 1/2 cent tax)

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes **extending** the existing transportation sales tax **and increasing it by one half cent**, with voter approval every 20 years on a new expenditure plan, with continued citizen oversight and a local jobs creation program. No money can be taken by the state.

### Survey #2 (October 2011)

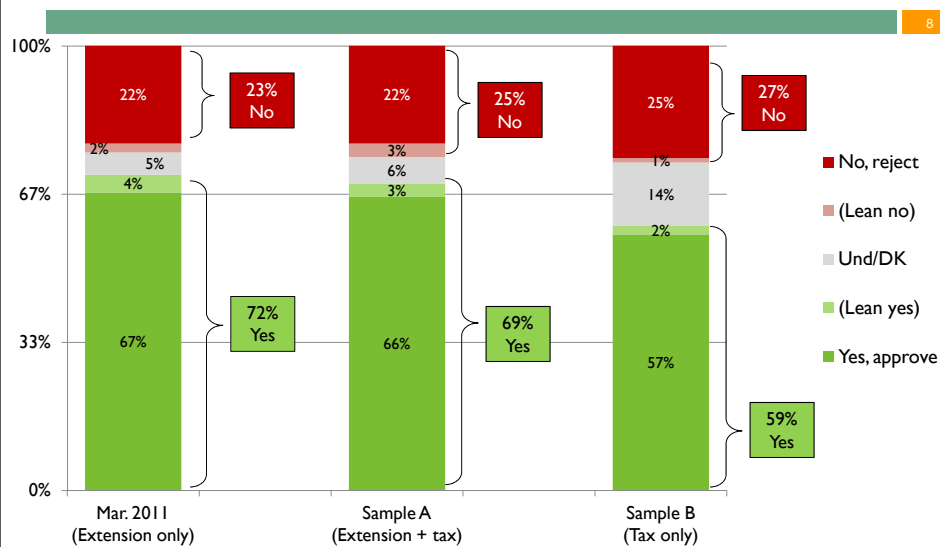
#### SAMPLE B (1/2 cent tax only)

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes a **one half cent transportation sales tax**, with voter approval every 20 years on a new expenditure plan, with citizen oversight and a local jobs creation program. No money can be taken by the state.



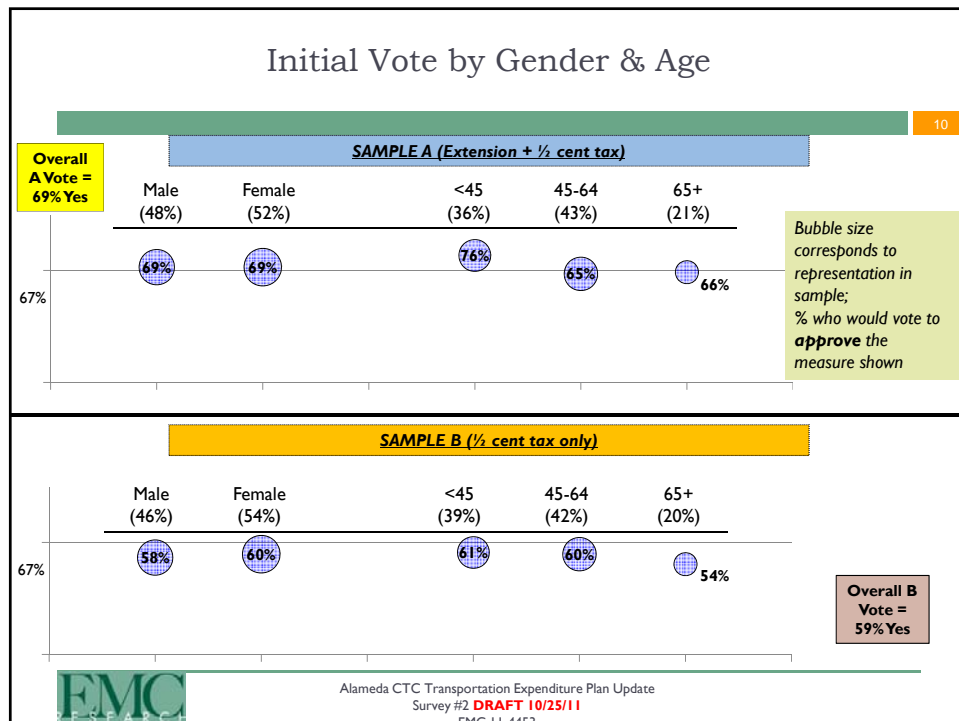
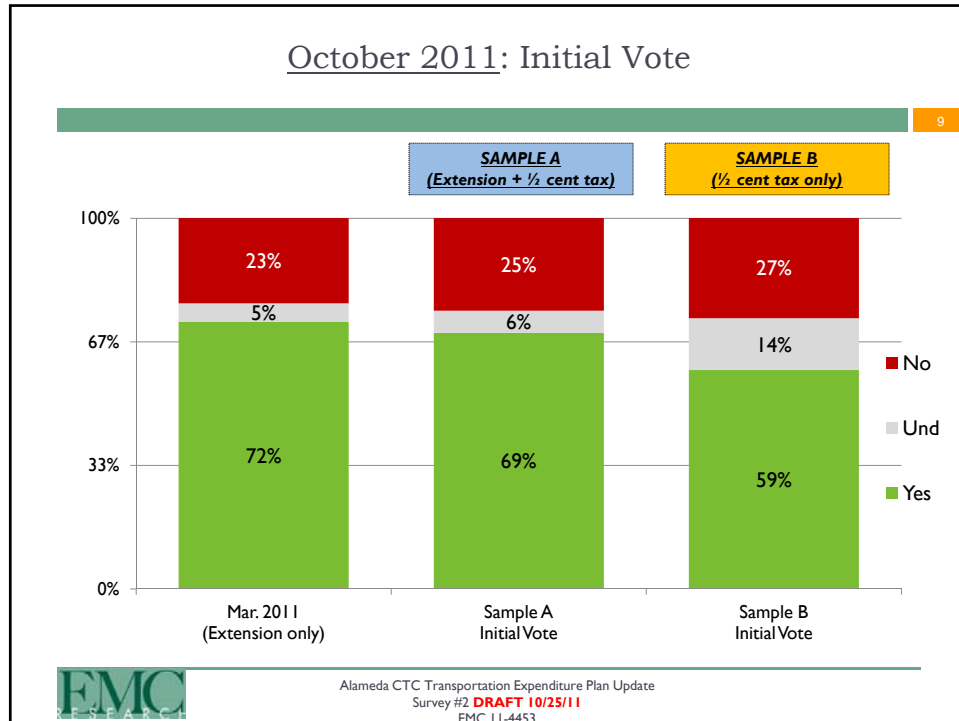
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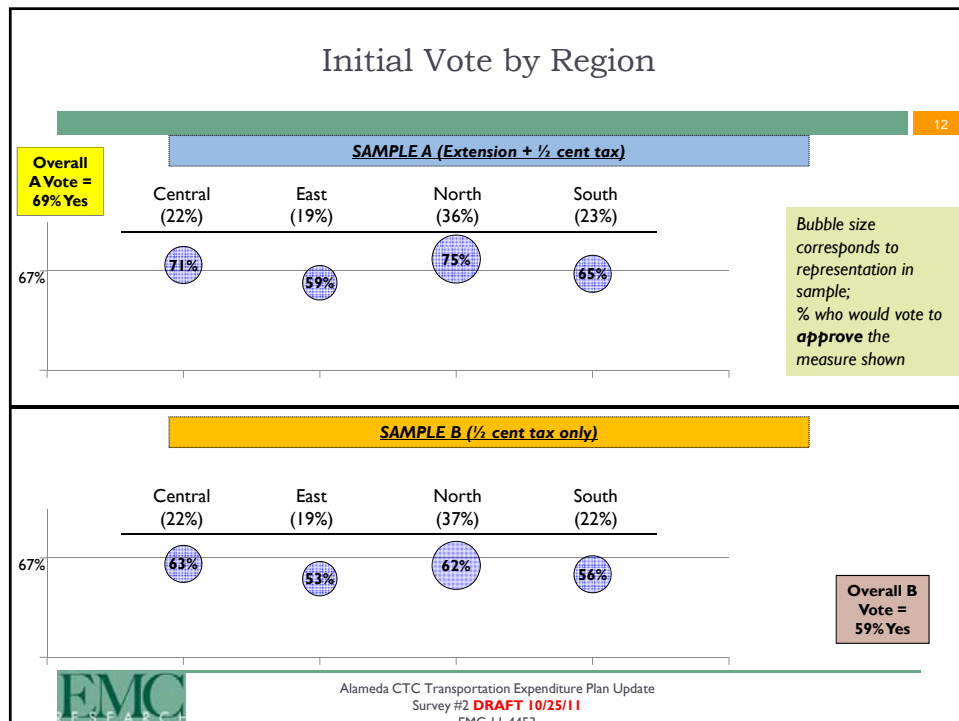
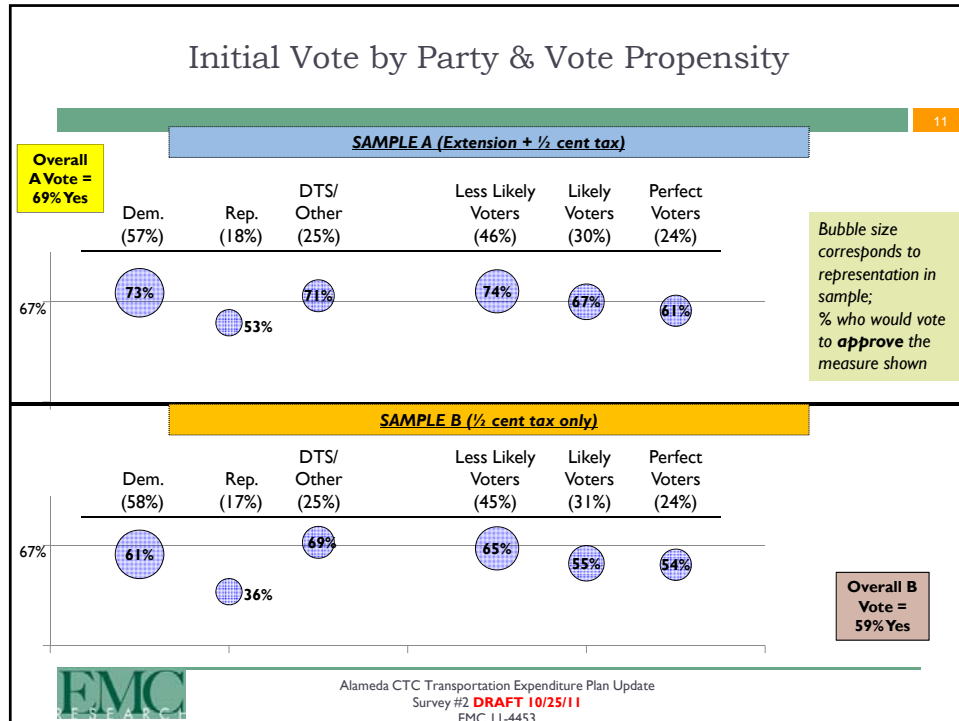
## October 2011: Initial Vote



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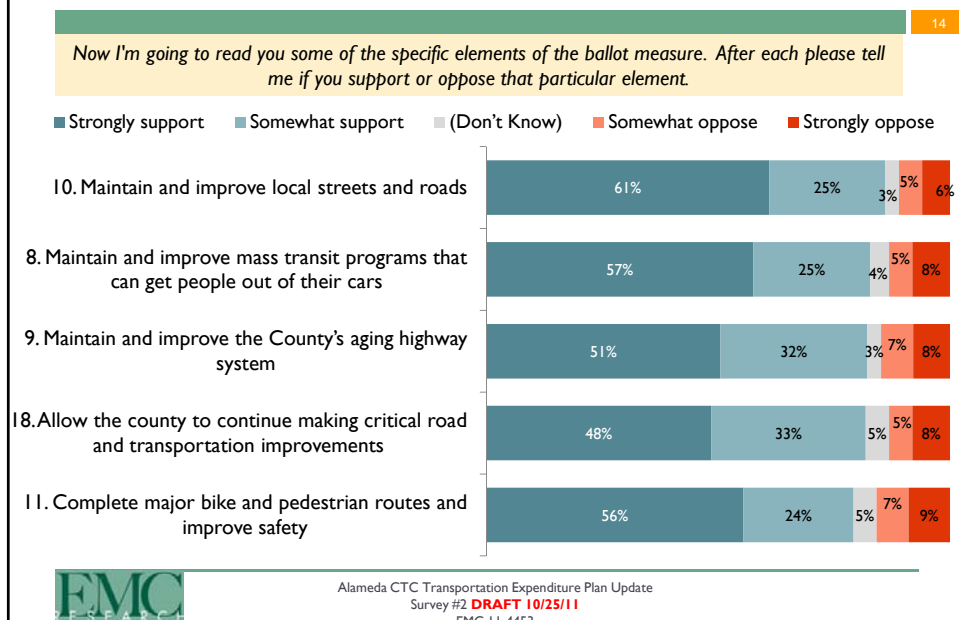




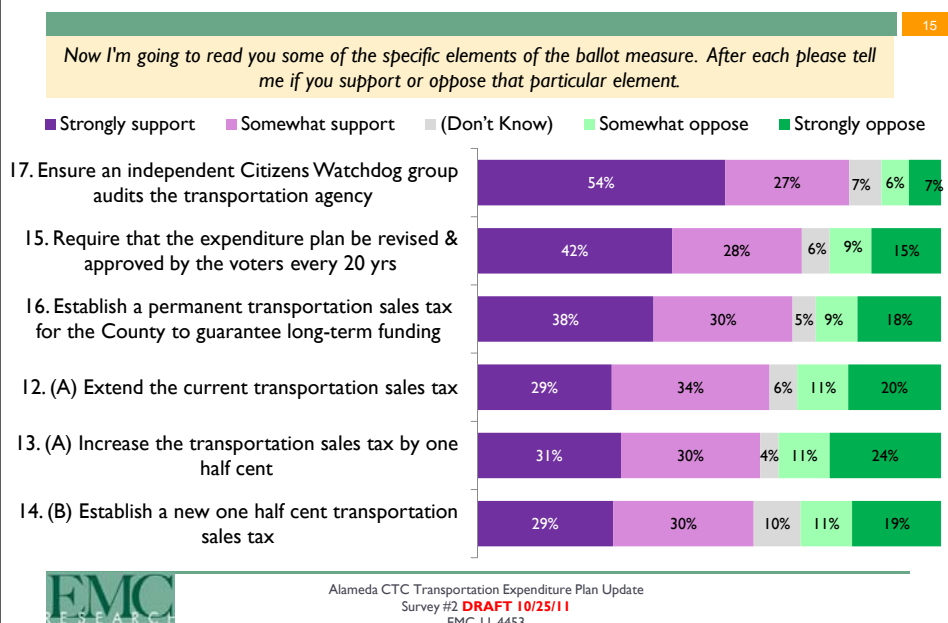


## Elements of the Measure

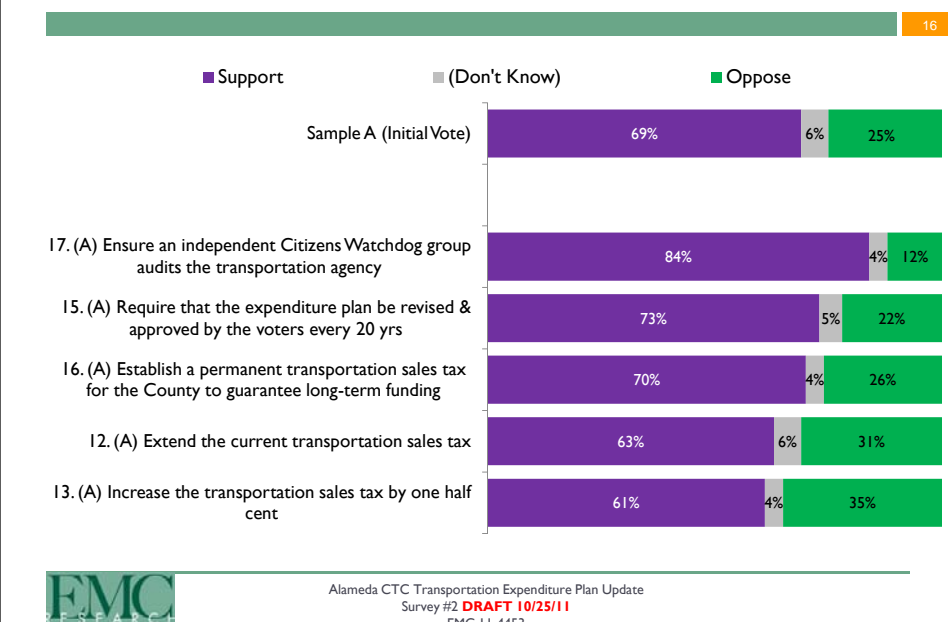
### Measure Elements: Support or Oppose

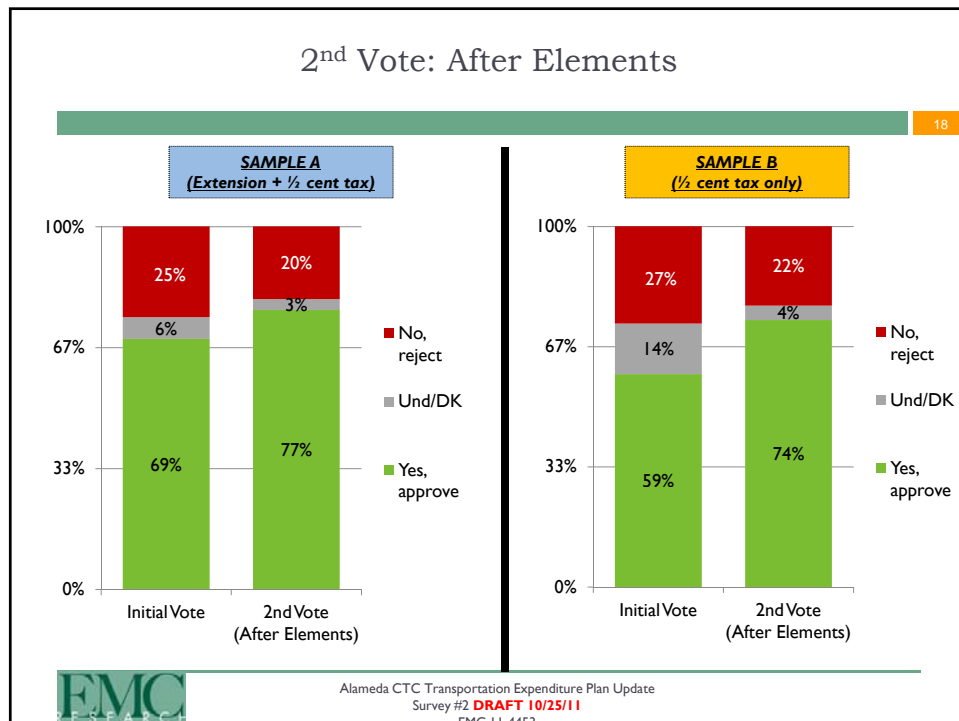
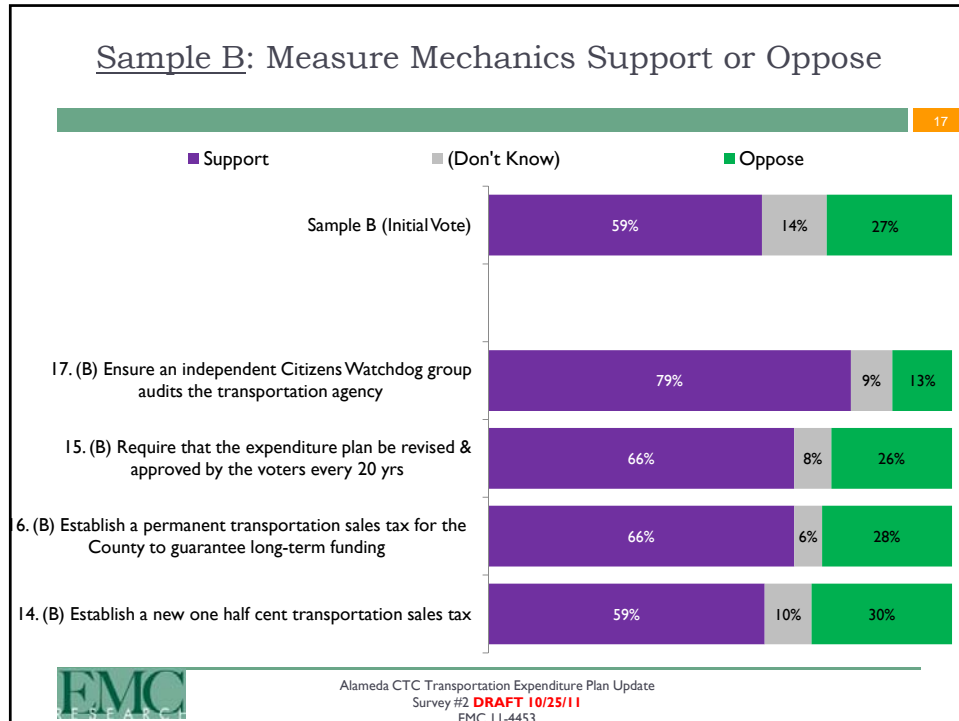


### Measure Mechanics: Support or Oppose



### Sample A: Measure Mechanics Support or Oppose





## Projects & Programs

### Top Projects/Programs

20

#### Top Means Shown

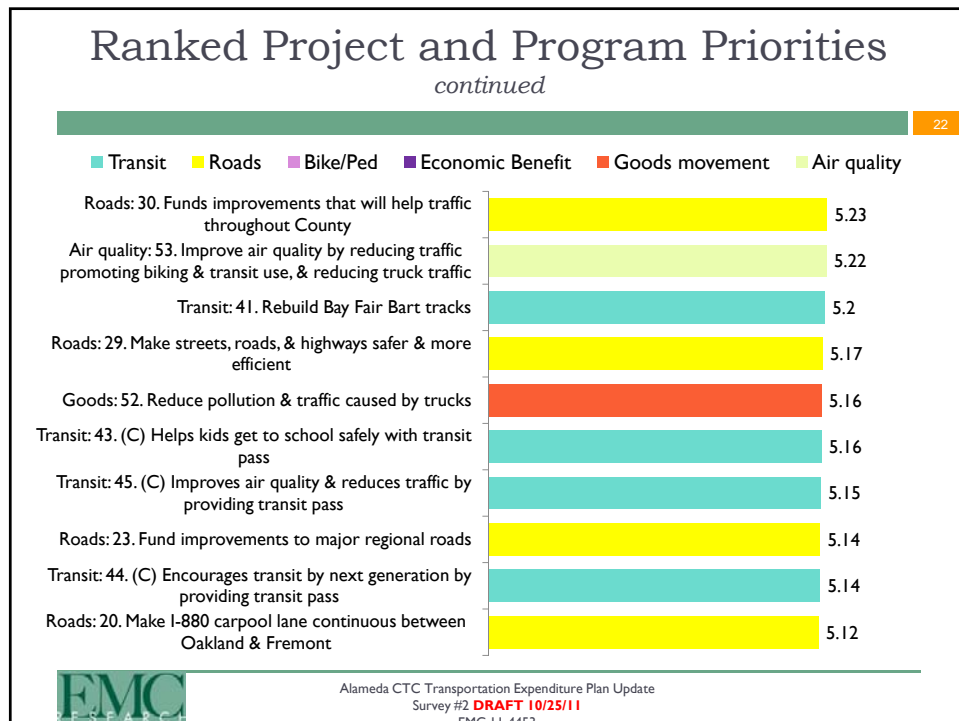
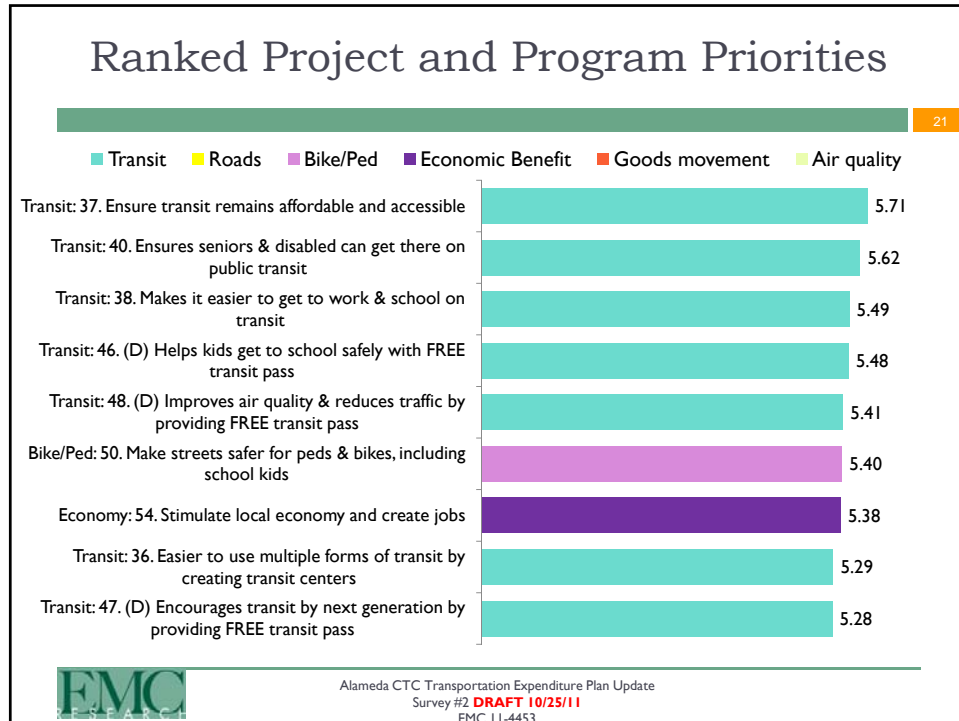
**SCALE (1 to 7):** 1-Much less likely to vote for measure ----- 7-Much more likely to vote for measure

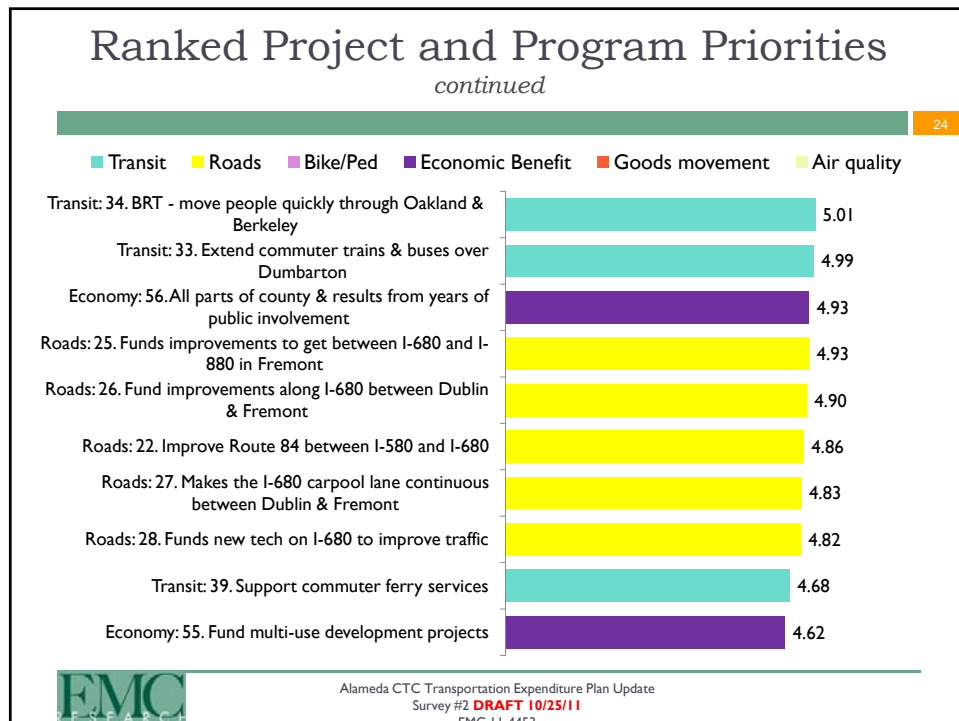
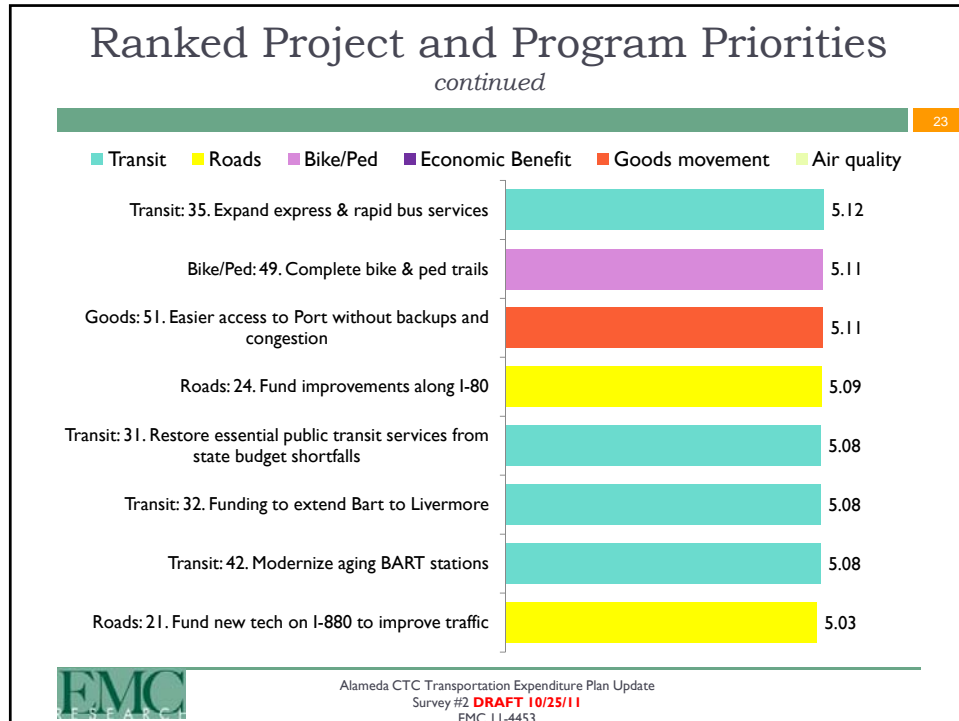
Program / Project	Overall (100%)	Central Co. (22%)	East Co. (19%)	North Co. (37%)	South Co. (22%)
37. Ensure that public transit remains affordable and accessible to those who need it	5.71*	5.79*	5.25*	6.01*	5.52*
40. Ensures that seniors and people with disabilities can get where they need to go on public transit	5.62*	5.77*	5.04	5.87*	5.56*
38. Make it easier to get to work and school using public transportation	5.49*	5.69*	4.85	5.79*	5.29*
46. Helps kids get to school safely by providing middle and high school students in the county with a free transit pass	5.48	5.63	4.97	5.87*	5.06
48. Improves air quality and reduces traffic around schools by providing middle and high school students in the county with a free transit pass	5.41	5.64	4.96	5.72	4.98
50. Make our streets and roads safer for pedestrians and bicyclists	5.40	5.50	4.95	5.69	5.20
54. Stimulate the local economy and create thousands of jobs right here in Alameda County	5.38	5.69*	4.90	5.56	5.21
36. Makes it easier to use multiple forms of transit in a single trip by creating coordinated transit centers	5.29	5.29	5.11*	5.61	4.93
47. Provide critical funding needed to extend BART to Livermore (Note: at the county level this is not the next item)	5.08	5.19	5.26*	5.11	4.74



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\* Indicates Top 3





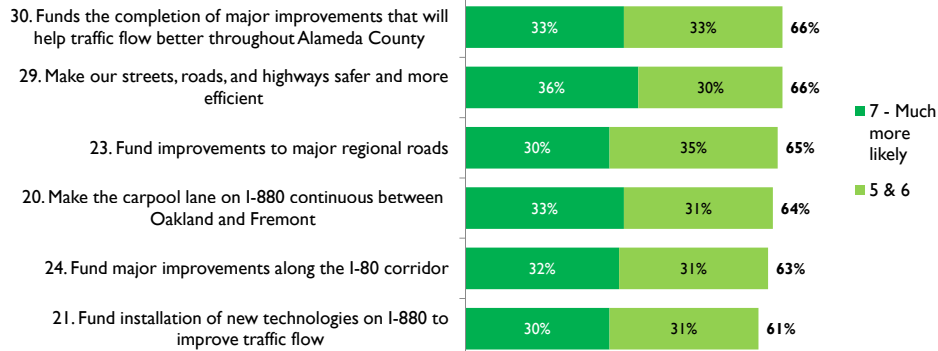


## Projects & Programs: Streets/Roads & Highways

25

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

### Streets / Roads & Highways



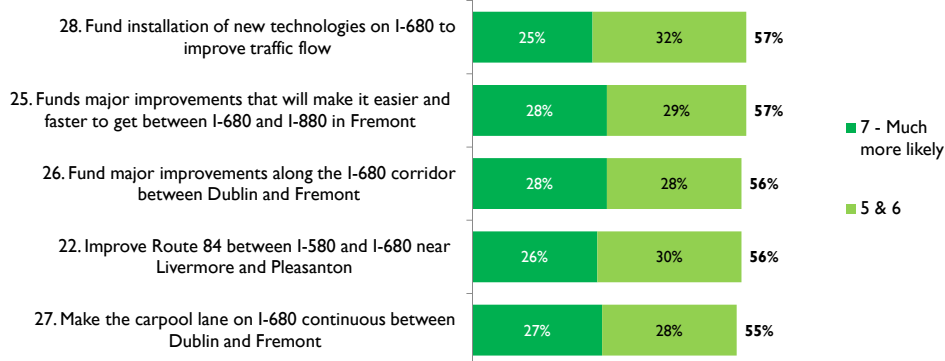
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## Projects & Programs: Streets/Roads & Highways (cont.)

26

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

### Streets / Roads & Highways (cont.)



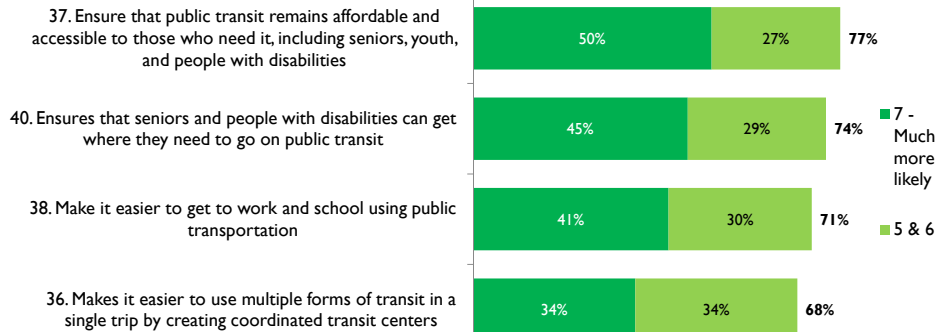
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## Projects & Programs: Public Transit

27

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

### Public Transit



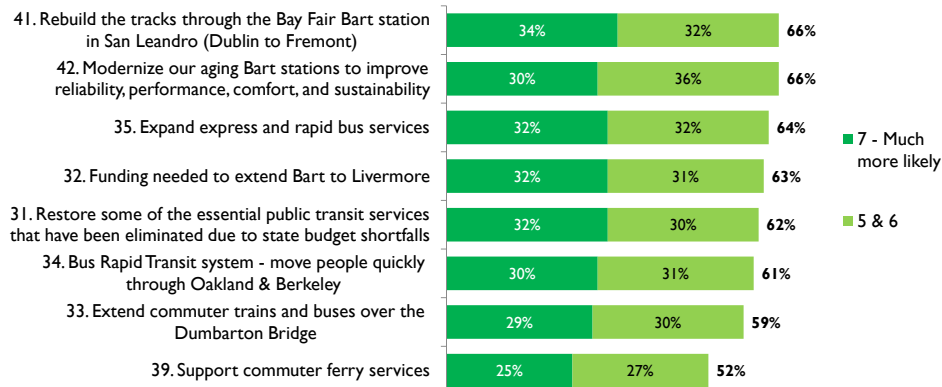
Alameda CTC Transportation Expenditure Plan Update  
Survey #2 **DRAFT 10/25/11**  
EMC 11-4453

## Projects & Programs: Public Transit (cont.)

28

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

### Public Transit (cont.)



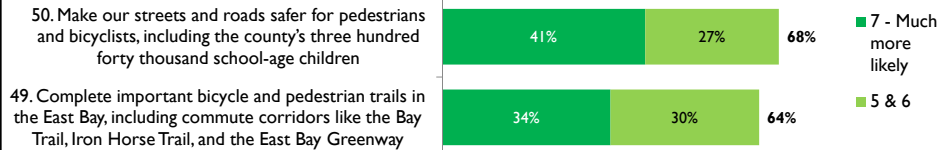
Alameda CTC Transportation Expenditure Plan Update  
Survey #2 **DRAFT 10/25/11**  
EMC 11-4453

## Projects & Programs: Bike/Ped & Goods Movement

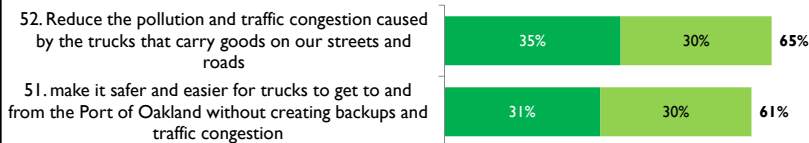
29

*I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely***

### Bike / Ped



### Goods Movement



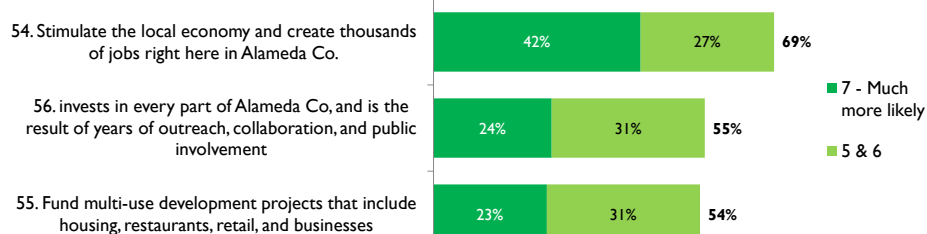
Alameda CTC Transportation Expenditure Plan Update  
Survey #2 **DRAFT 10/25/11**  
EMC 11-4453

## Projects & Programs: Economic Benefit & Air Quality/Emissions Reduction

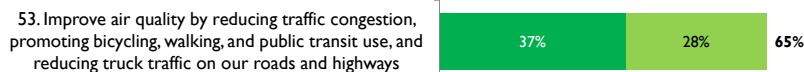
30

*I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely***

### Economic Benefit



### Air Quality / Emissions Reduction



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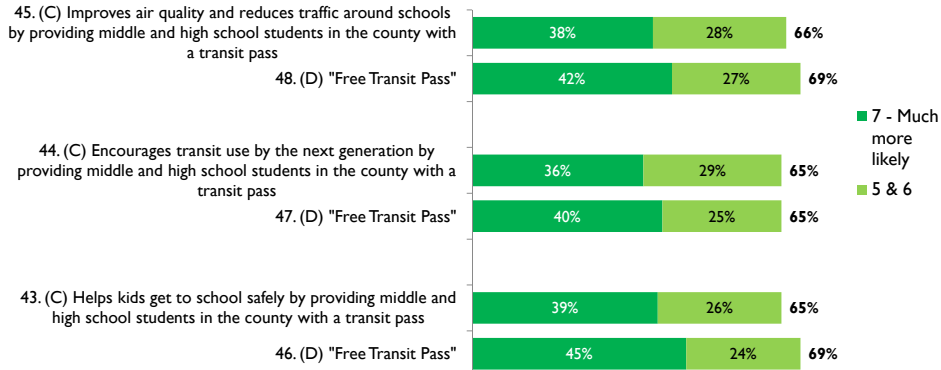
## Projects & Programs: Student Transit Pass

31

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

### Student Transit Pass

**SAMPLE C = Not free; SAMPLE D = Free;**



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## Top Projects/Programs

32

Program / Project	Survey #2 Mean (Survey #1 Rank)
37. Ensure that public transit remains affordable and accessible to those who need it	5.71* (1)
40. Ensures that seniors and people with disabilities can get where they need to go on public transit	5.62* (5)
38. Make it easier to get to work and school using public transportation	5.49* (2)
46. Helps kids get to school safely by providing middle and high school students in the county with a free transit pass	5.48
48. Improves air quality and reduces traffic around schools by providing middle and high school students in the county with a free transit pass	5.41
50. Make our streets and roads safer for pedestrians and bicyclists	5.40
54. Stimulate the local economy and create thousands of jobs right here in Alameda County	5.38
36. Makes it easier to use multiple forms of transit in a single trip by creating coordinated transit centers	5.29
47. Encourages transit use by the next generation by providing middle and high school students in the county with a free transit pass	5.28



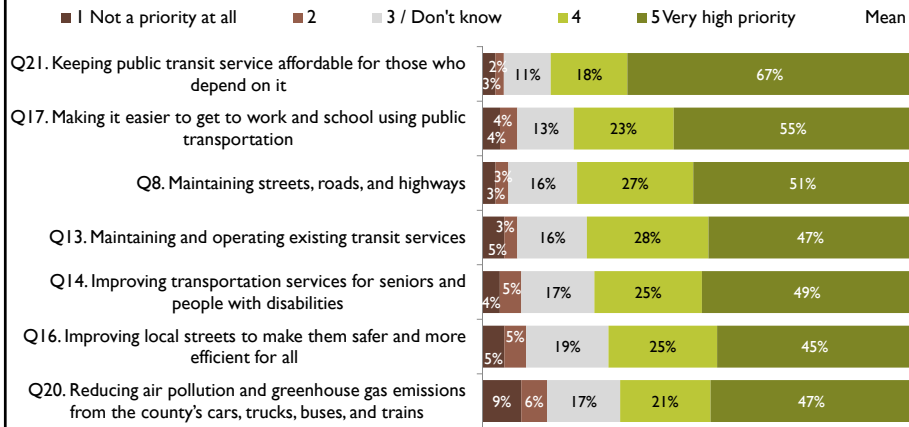
Alameda CTC Transportation Expenditure Plan Update  
Survey #2 **DRAFT 10/25/11**  
EMC 11-4453

\* Indicates Top 3

## March 2011: Top Project & Program Priorities

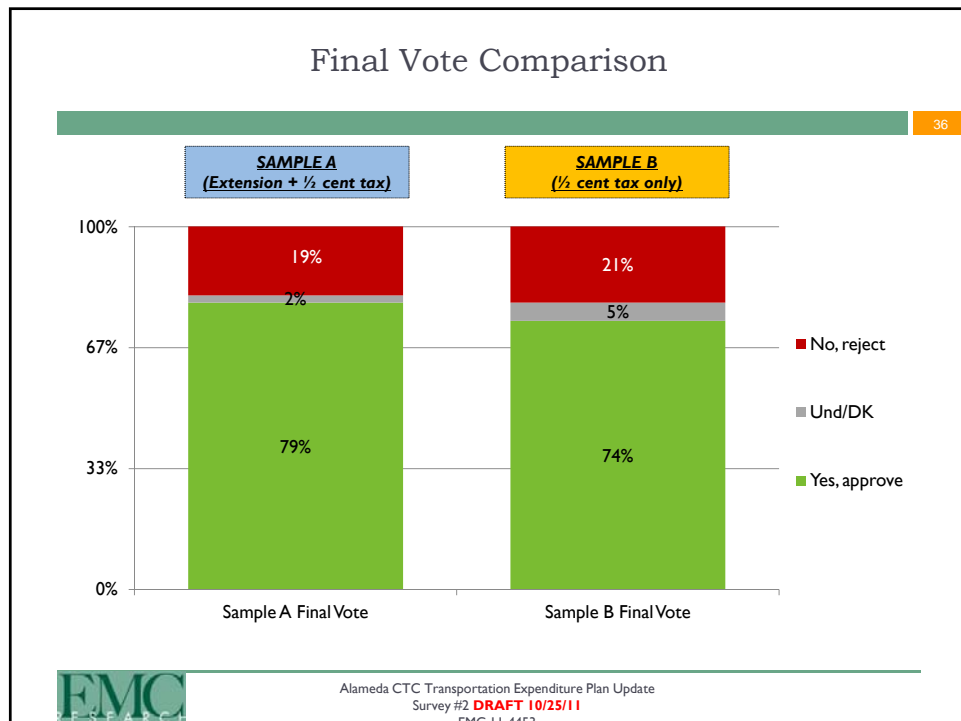
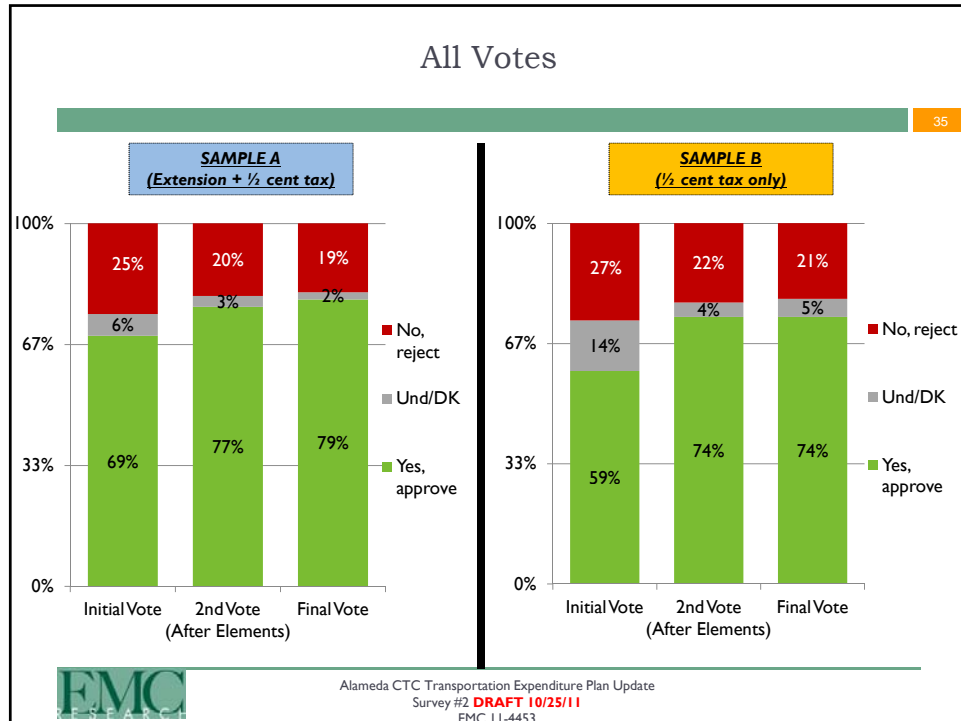
33

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)

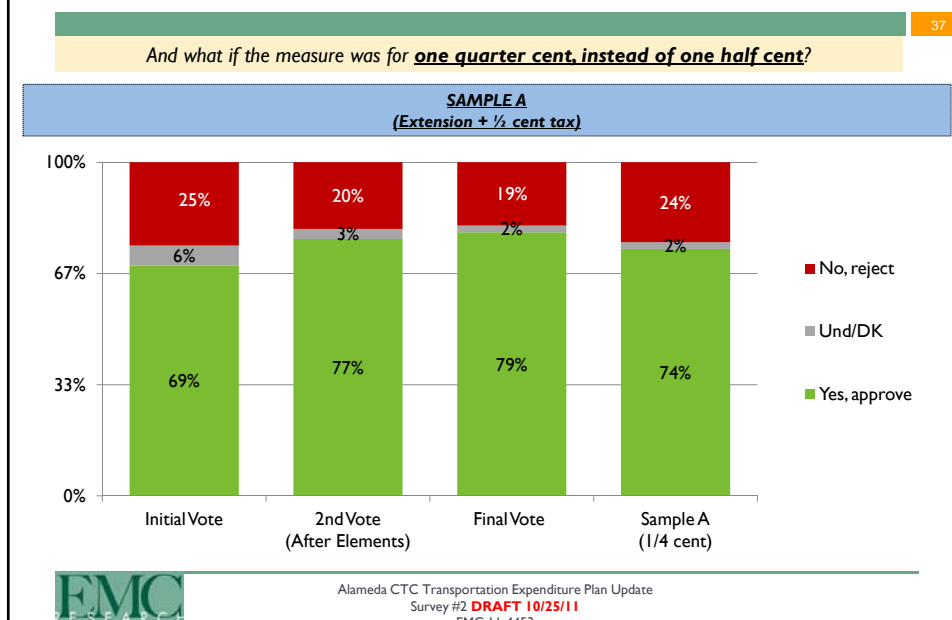


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Survey #2 DRAFT 10/25/11  
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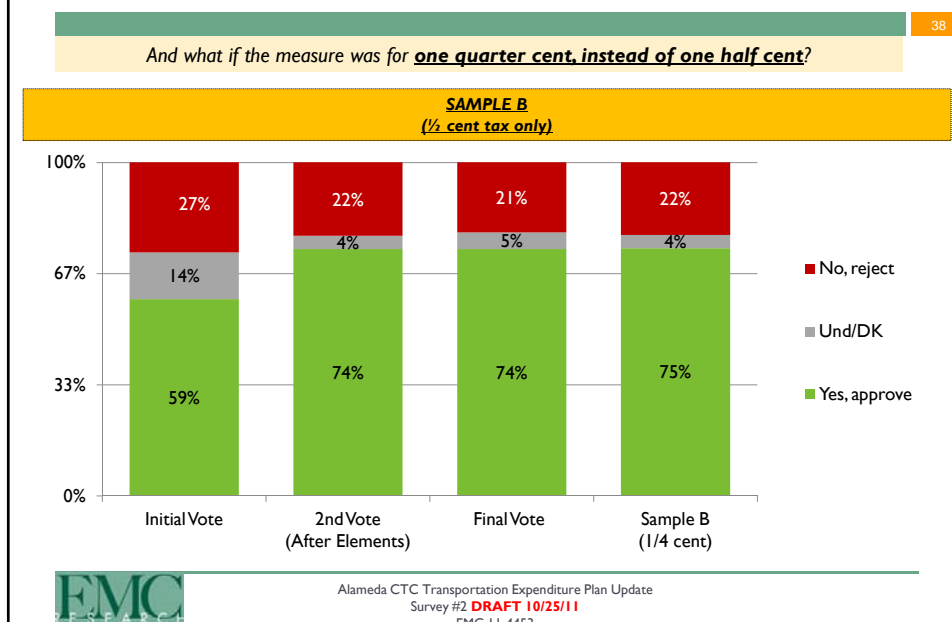
## Measure B Renewal - Final Vote

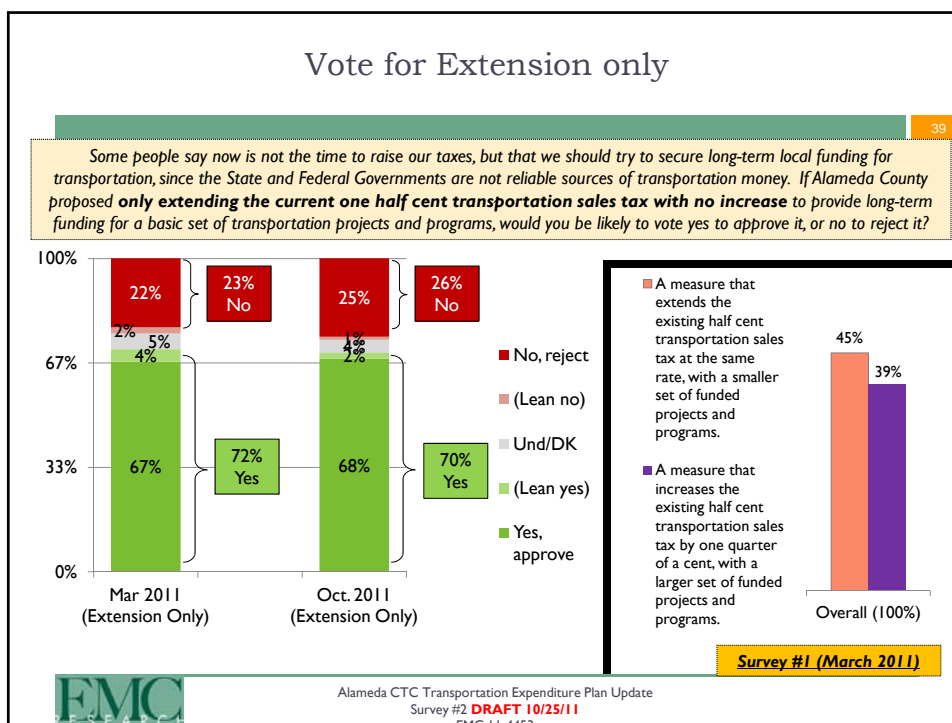


### Sample A Vote: (1/4 cent tax)



### Sample A Vote: (1/4 cent tax)



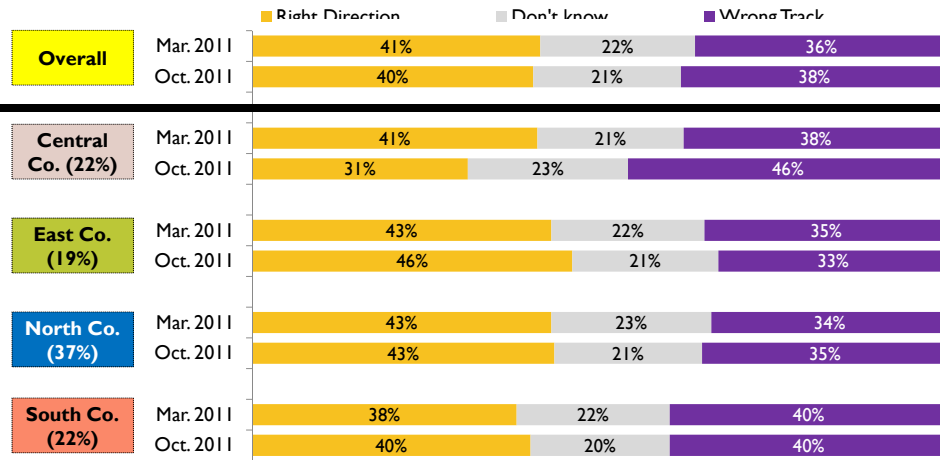


## Issue Environment



## Alameda County's Direction

3. Do you think things in Alameda County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?



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## Most Important Problem in Alameda County

4. What is the most important problem facing Alameda County today? (**Open-Ended**)

Response	Oct. 2011	Mar. 2011
Jobs/Unemployment	16%*	25%*
Schools/Educational issues	19%*	14%*
Crime/Personal safety	11%	14%*
Economical issues/Cost of living	9%	10%
Budget crisis/Budget cuts	14%*	8%
Infrastructure/Traffic	5%	4%
High taxes	3%	3%
Troubled youth	1%	1%
Poverty/homeless	2%	1%
Healthcare	1%	1%
Poor leadership	1%	1%
Other	5%	7%
Don't know/ No answer	13%	9%



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\* Indicates Top 3

## Most Important Transportation Problem in Alameda County

43

5. And what would you say is the most important transportation problem facing Alameda County today?  
(Open-Ended)

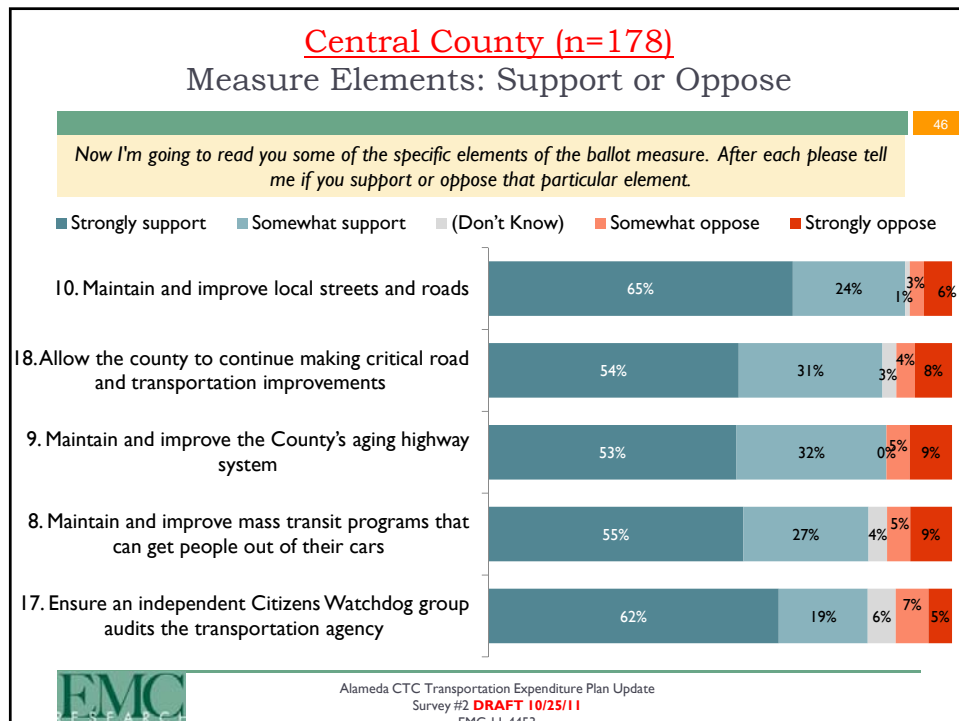
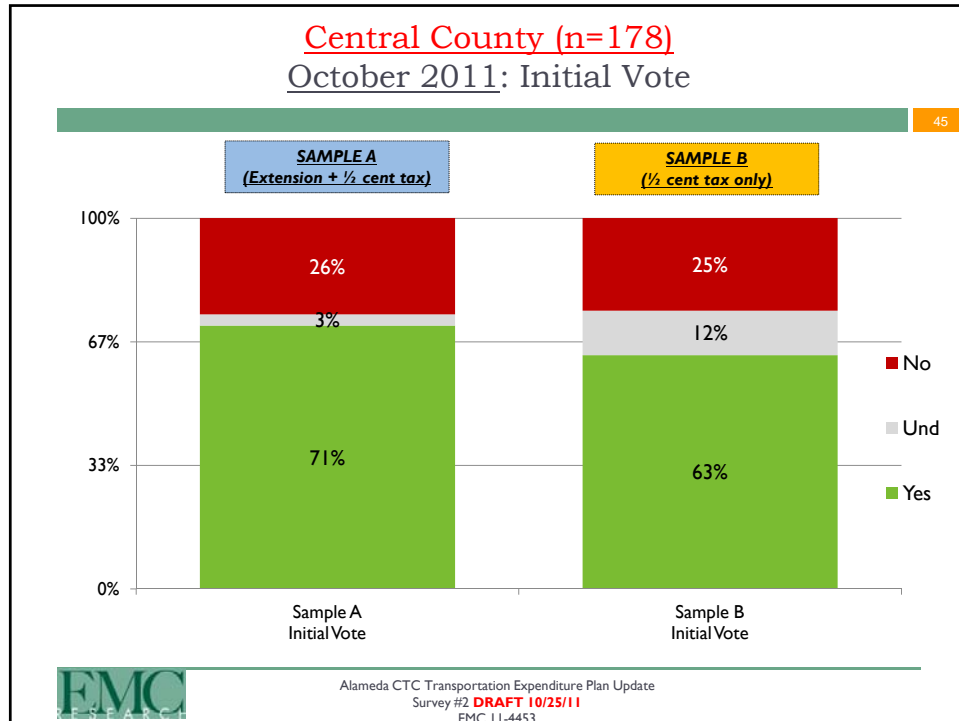
Response	Oct. 2011	Mar. 2011
Congestion/Traffic	12%*	16%*
Bad roads/Roads need repairs	14%*	14%*
Bart	6%	9%*
Poor bus service overall/Poor mass transit	12%*	9%*
Lack of available service/Cut-backs on transit service	17%*	7%
Affordable mass transit/It is expensive	5%	6%
Gas prices are high	7%	5%
AC Transit	1%	5%
Funding for transportation	3%	4%
Safety	1%	3%
Other	4%	7%
Don't Know/ No Answer	17%	14%

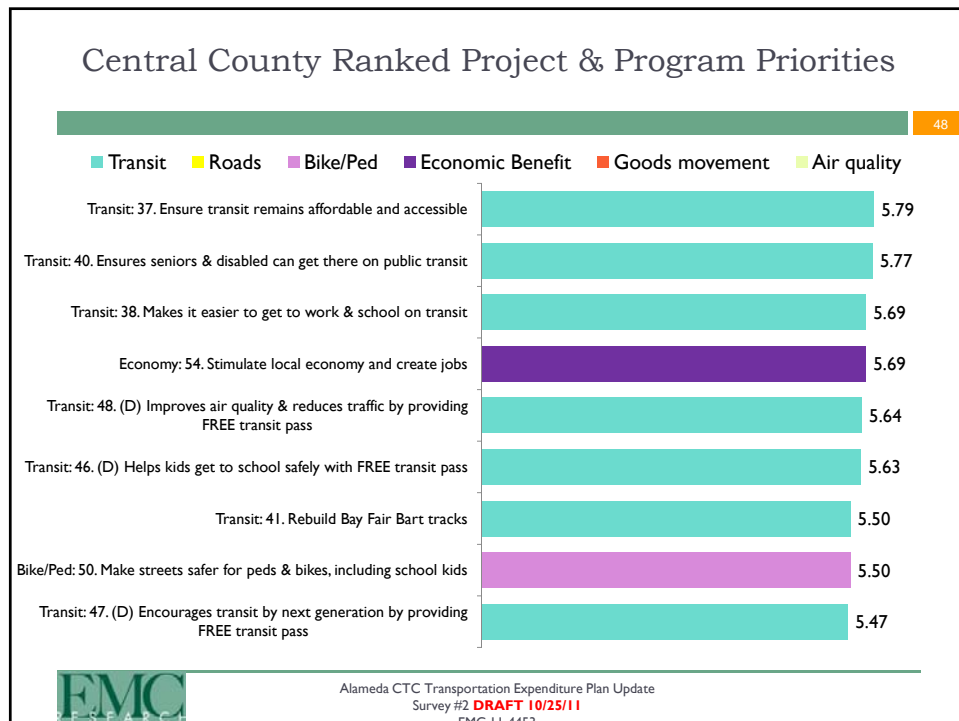
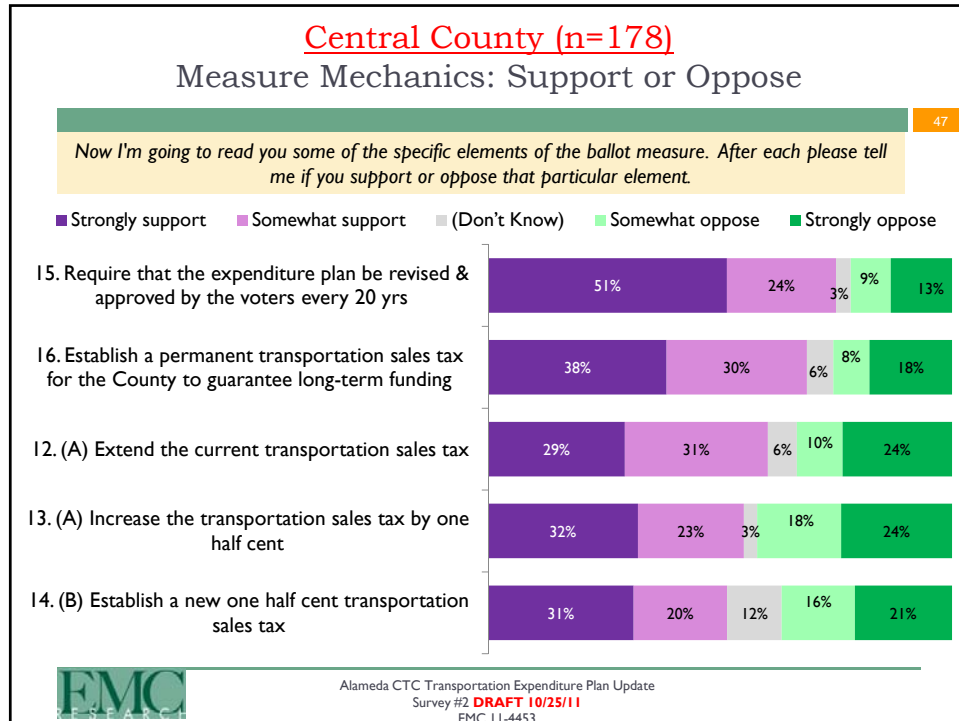


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\* Indicates Top 3

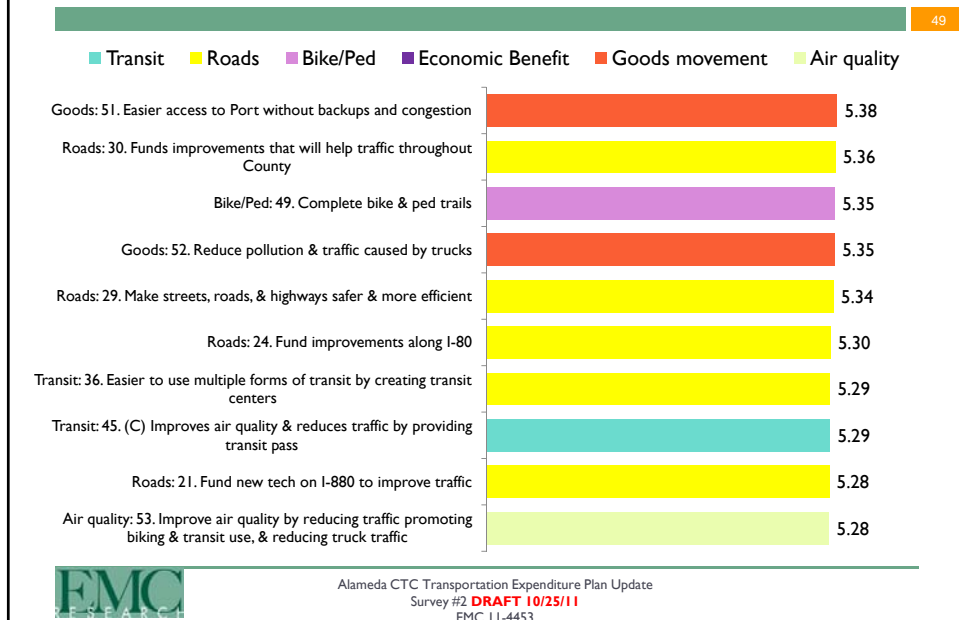
Central County (22%)





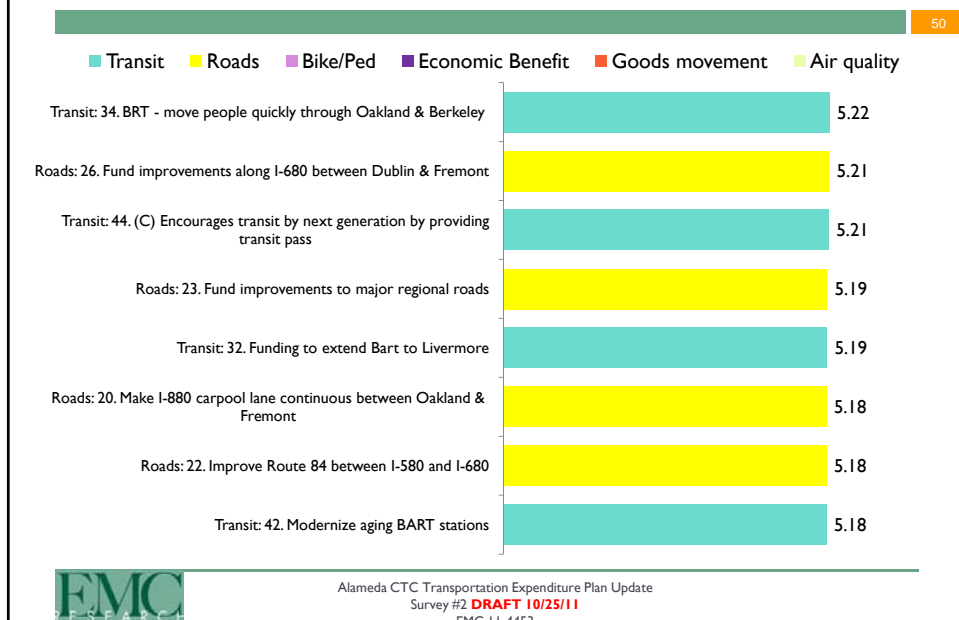
## Central County Ranked Project & Program Priorities

*continued*



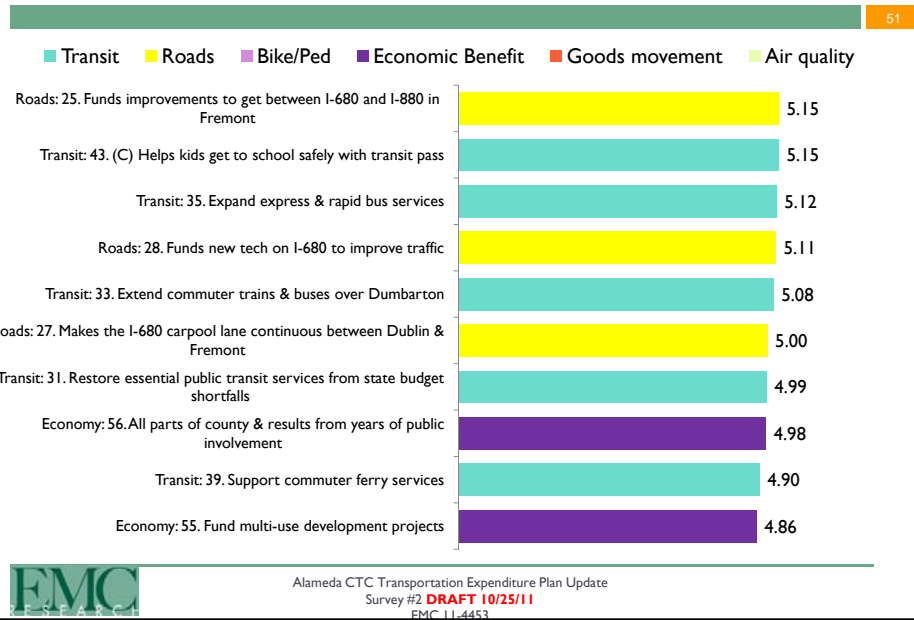
## Central County Ranked Project & Program Priorities

*continued*



## Central County Ranked Project & Program Priorities

*continued*

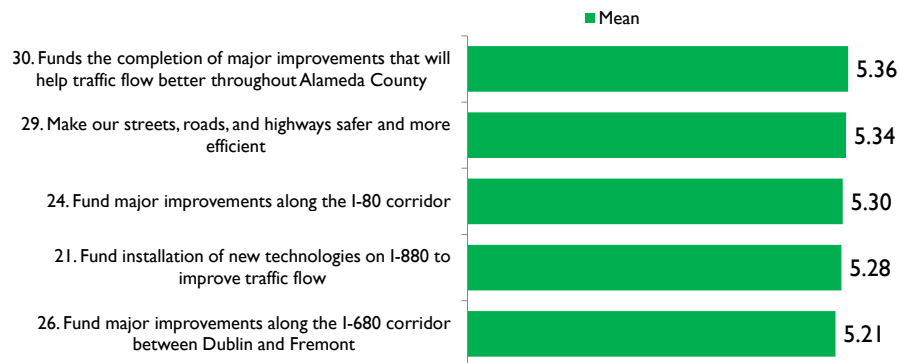


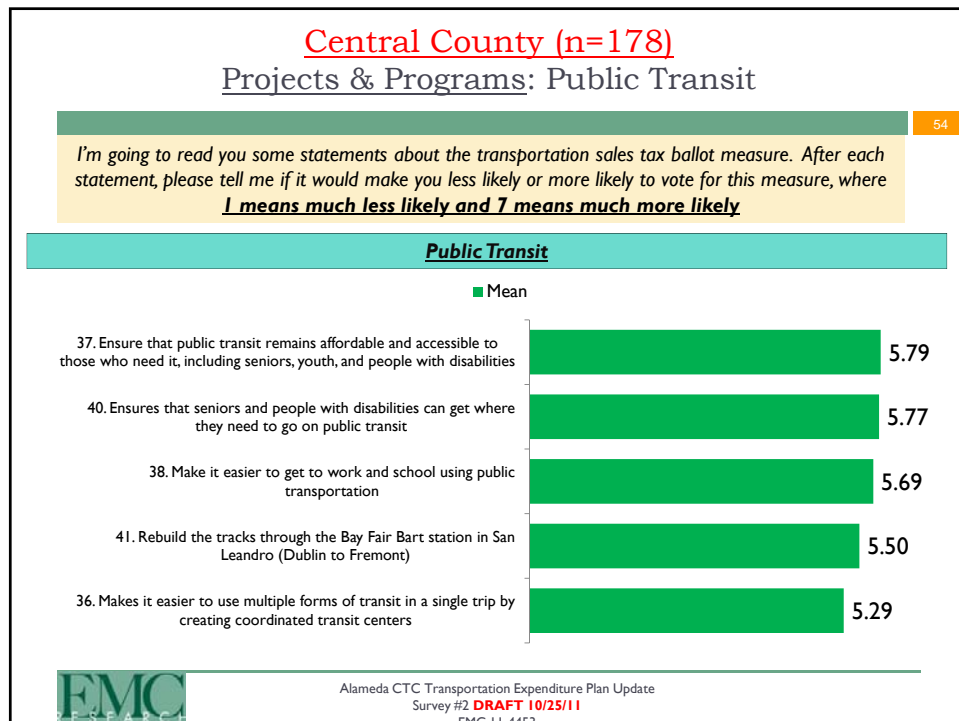
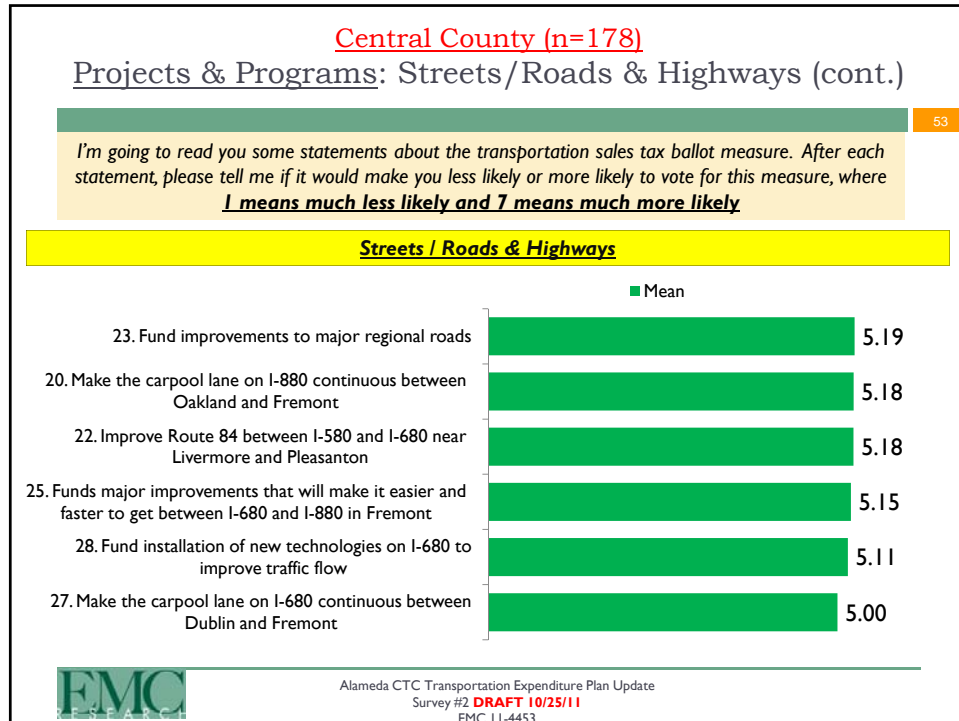
## Central County (n=178)

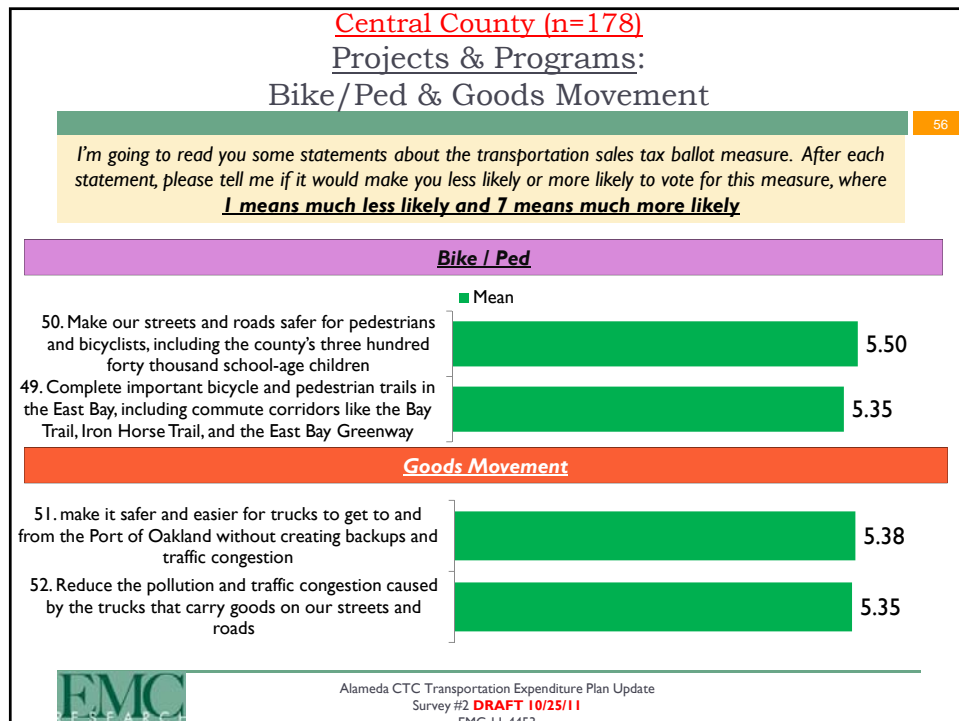
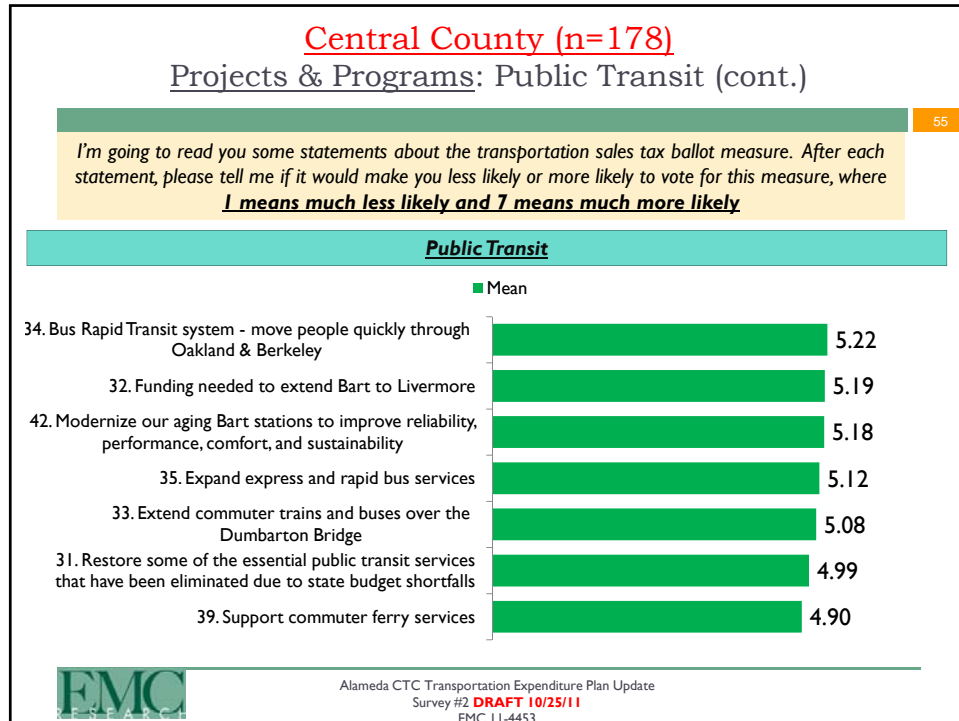
### Projects & Programs: Streets/Roads & Highways

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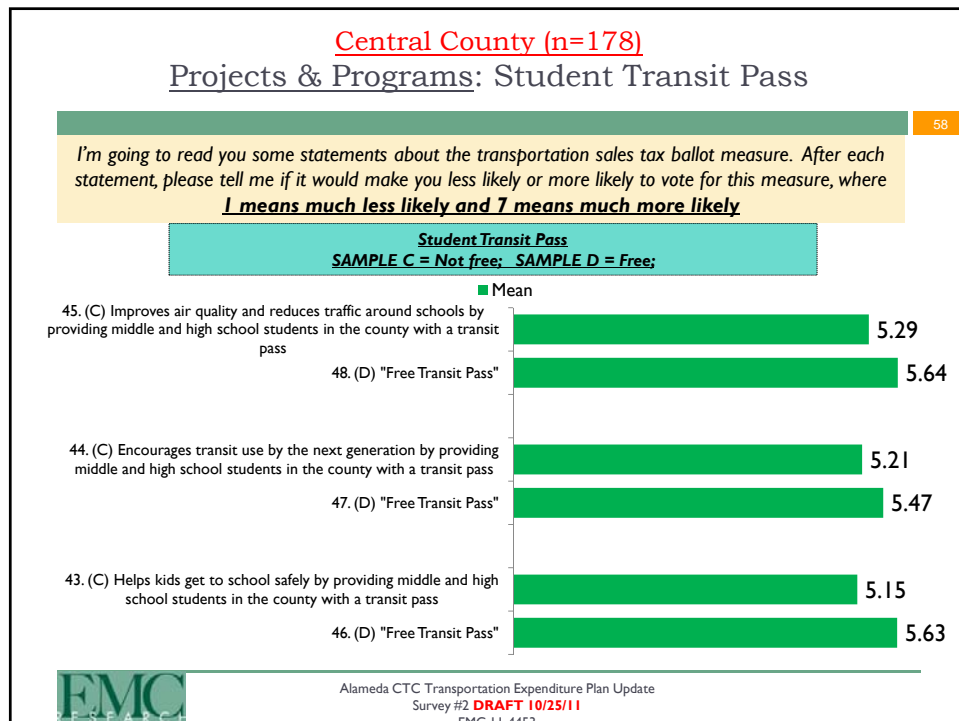
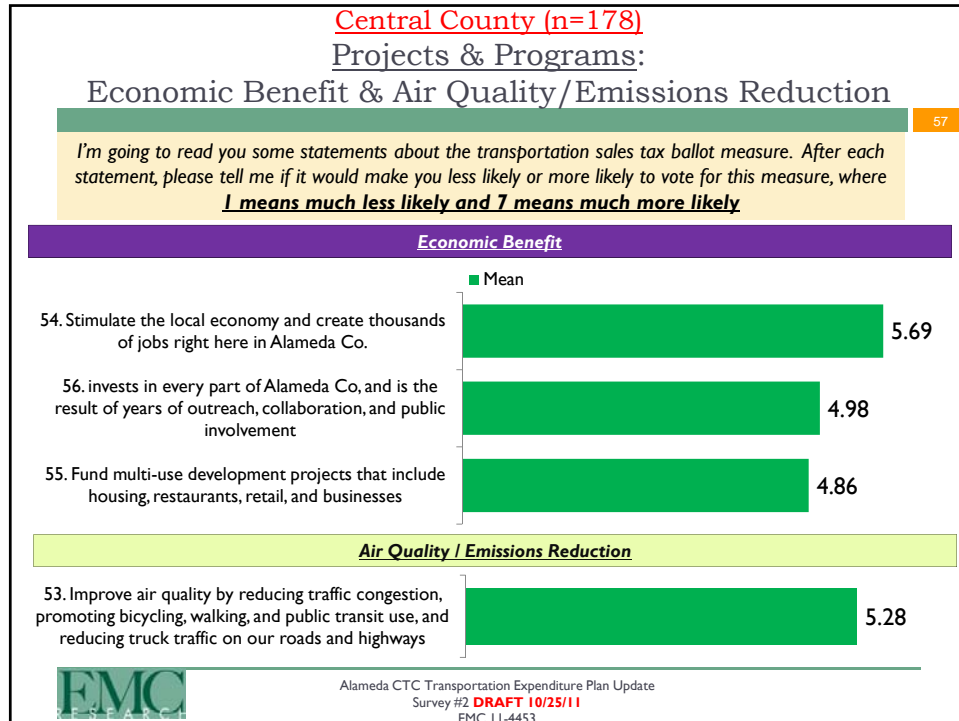
#### Streets / Roads & Highways

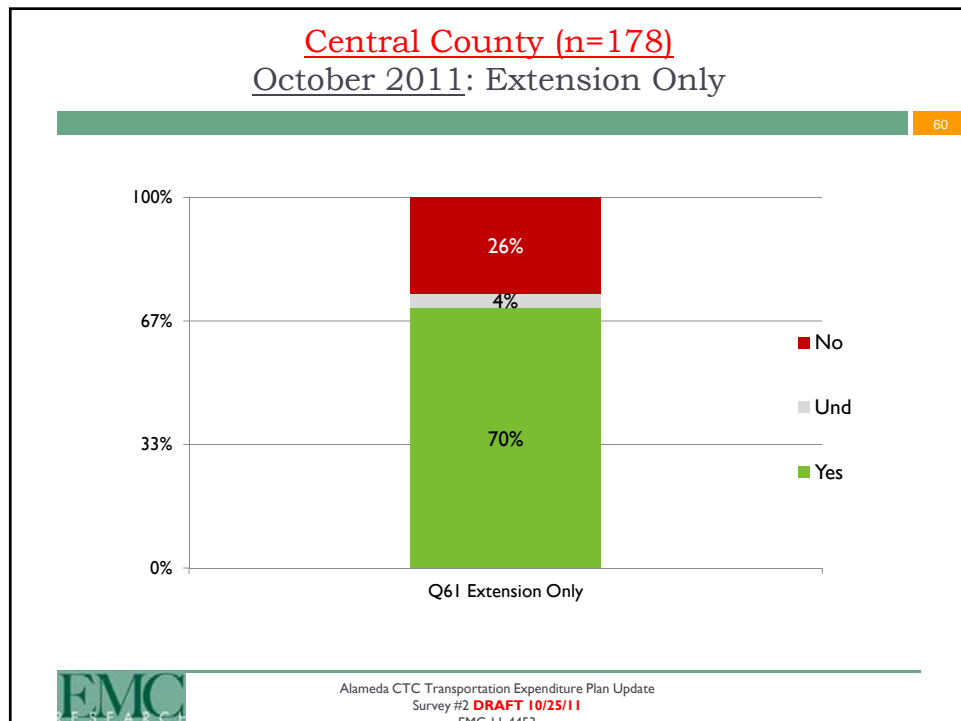
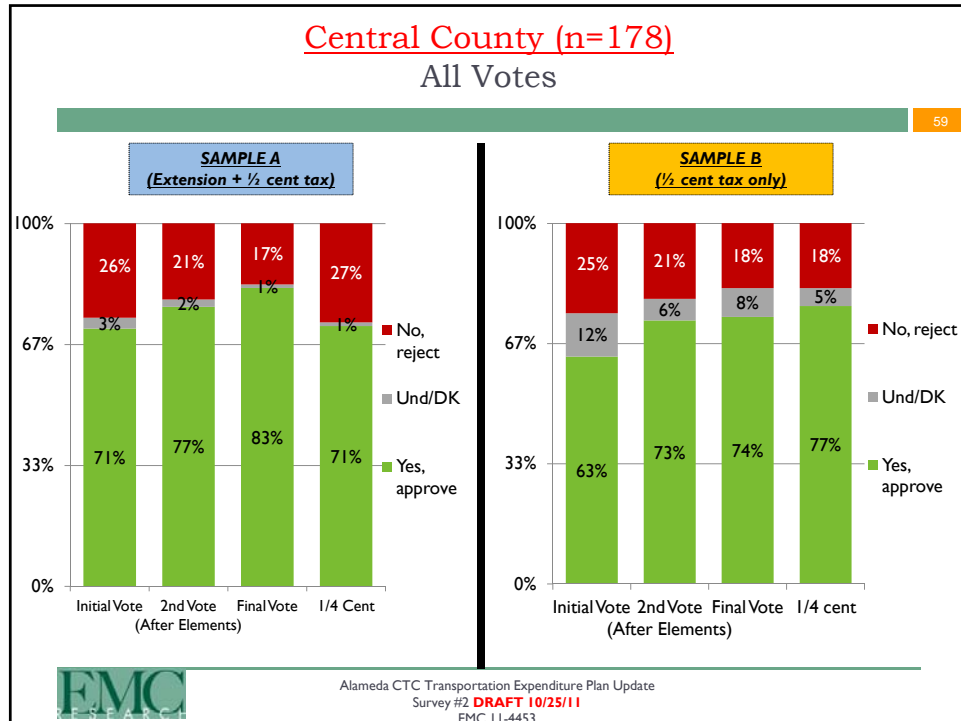




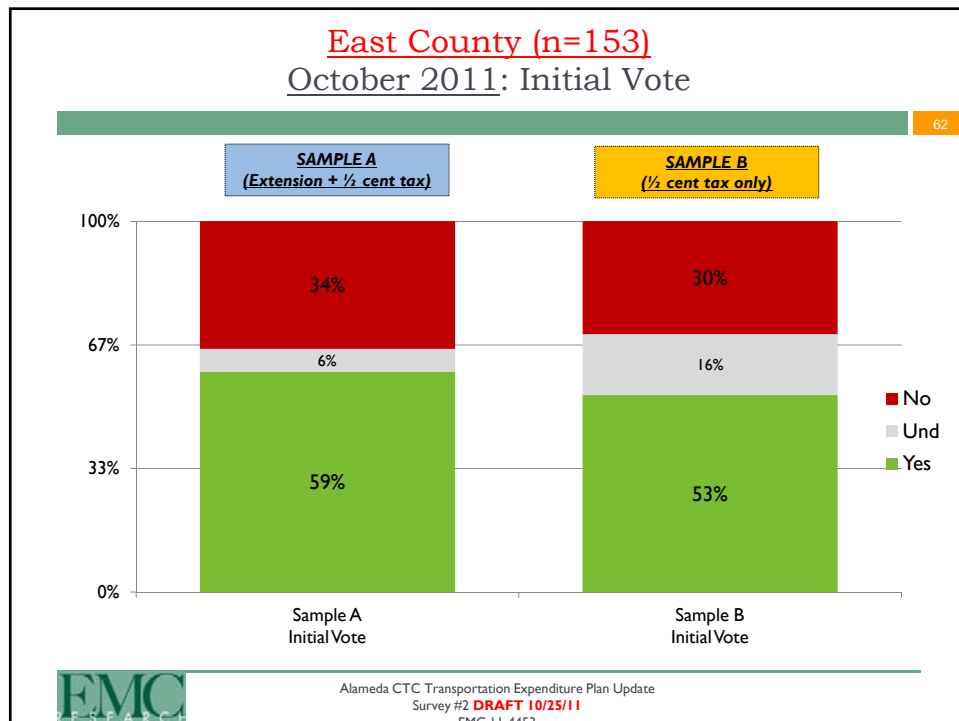


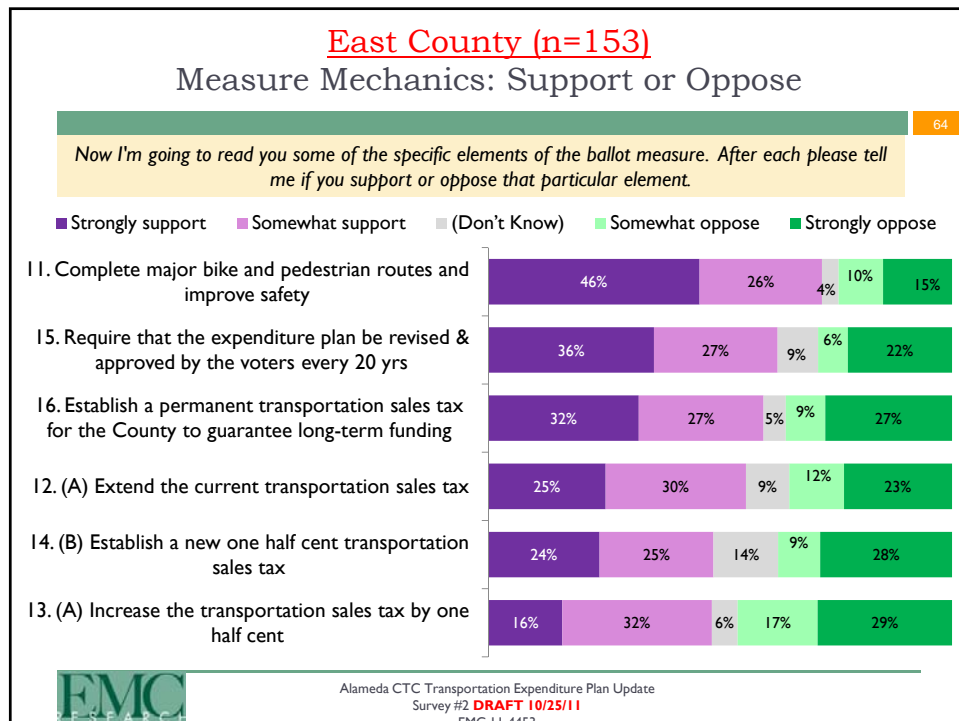
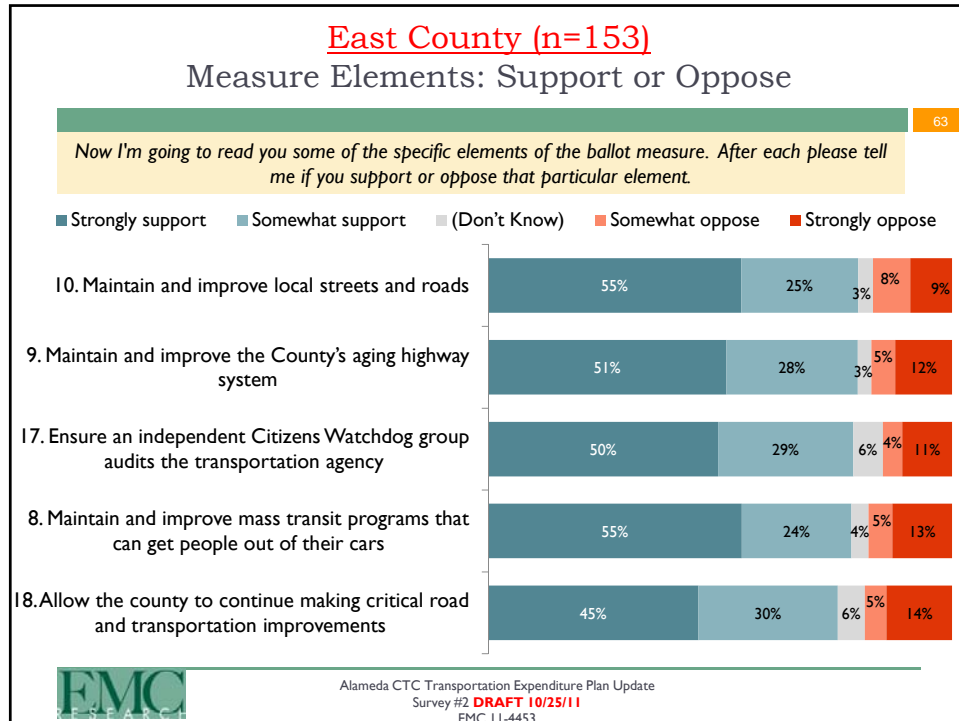




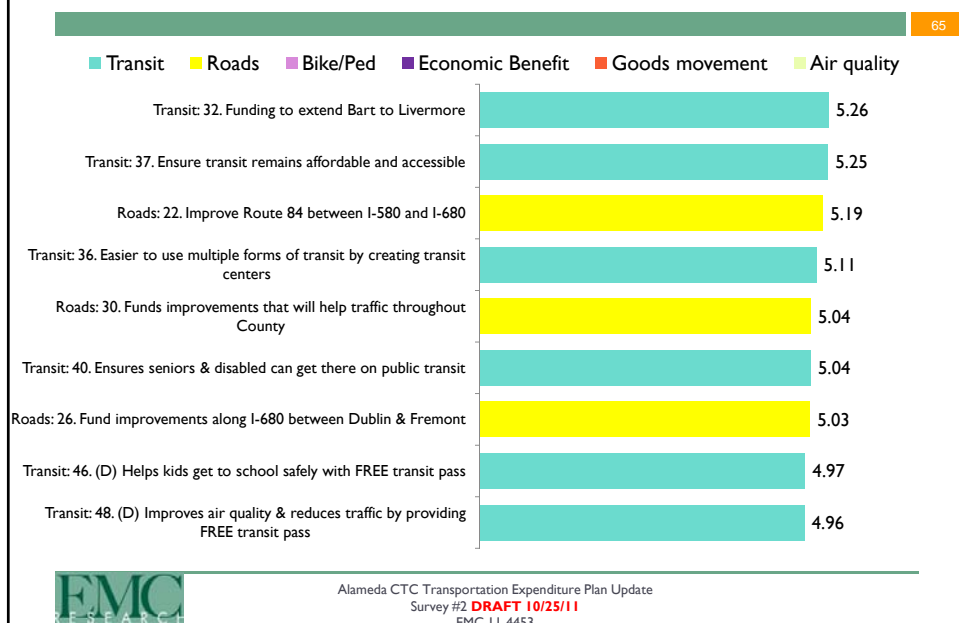


East County (19%)

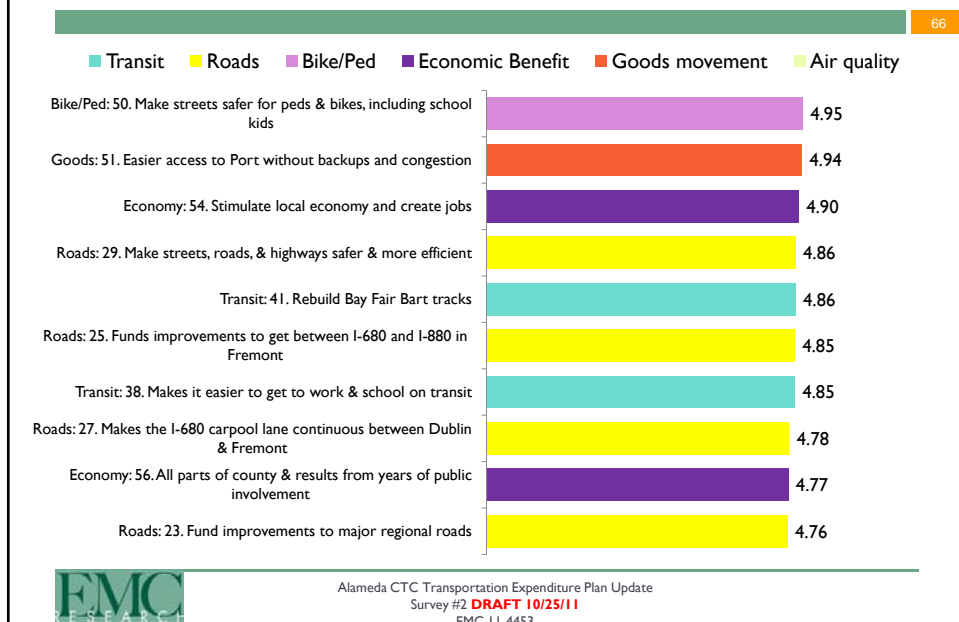




## East County Ranked Project & Program Priorities

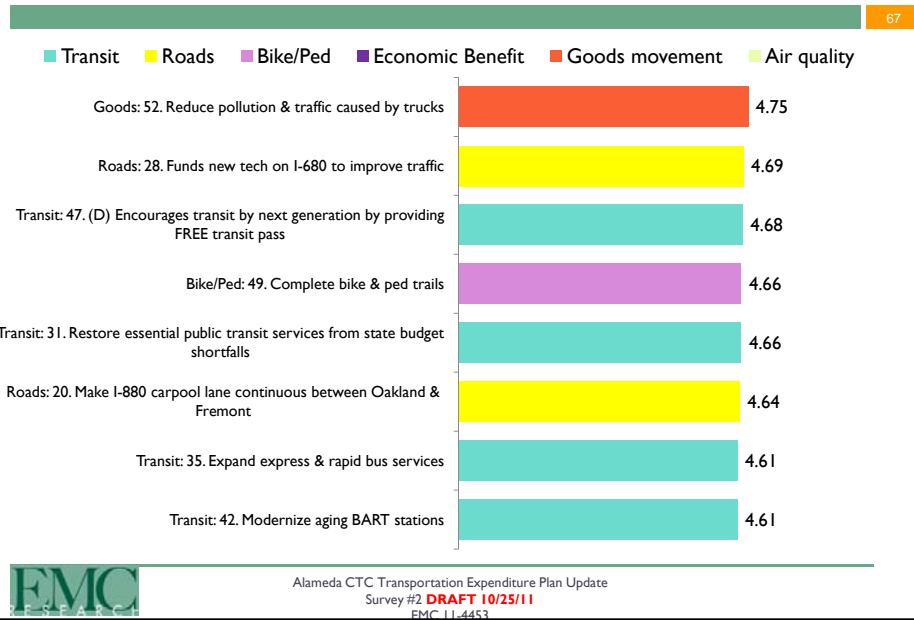


## East County Ranked Project & Program Priorities *continued*



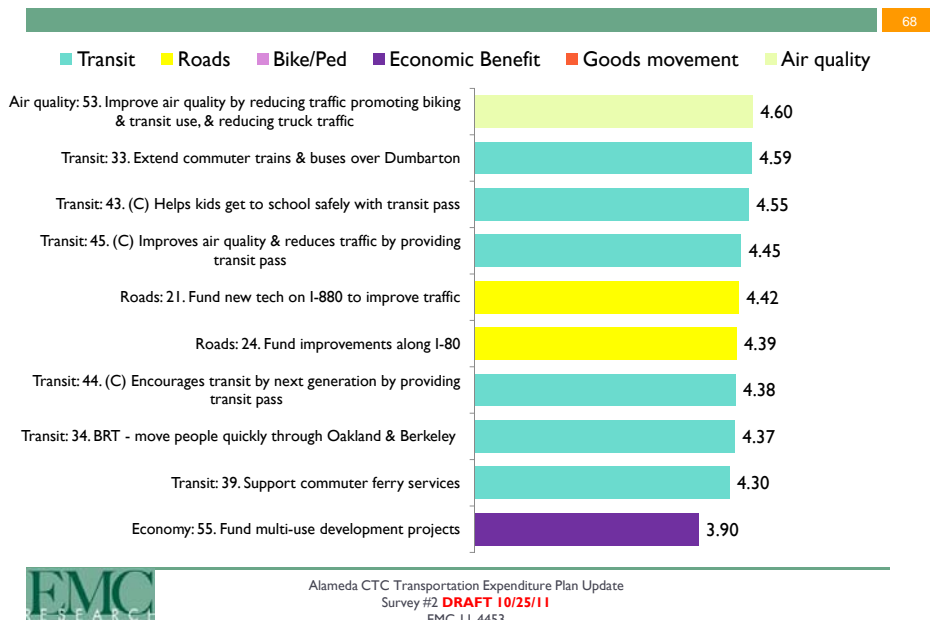
## East County Ranked Project & Program Priorities

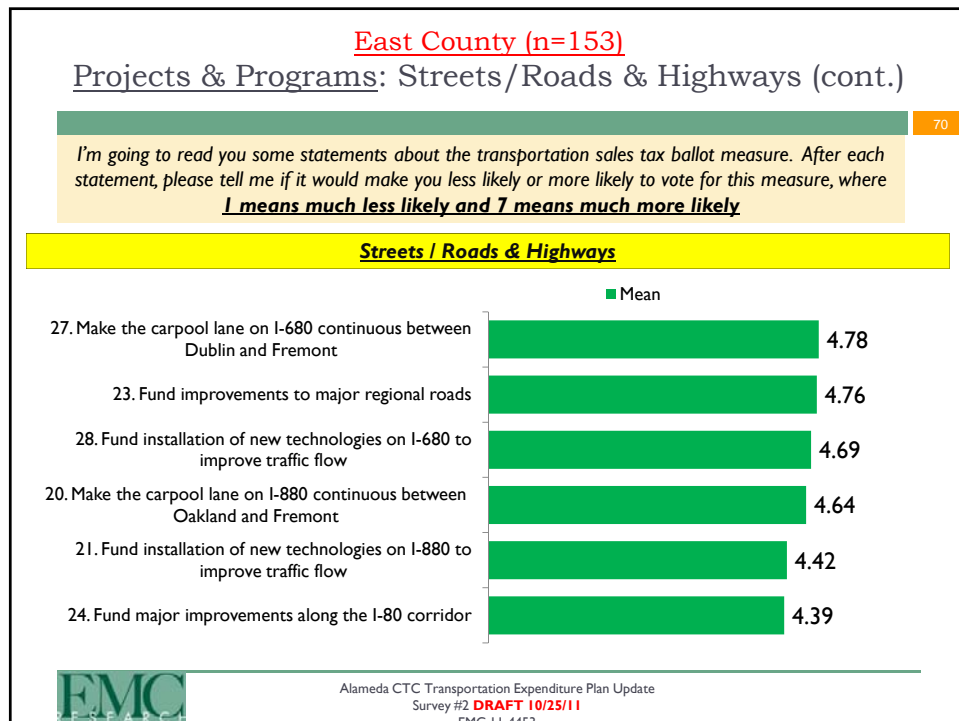
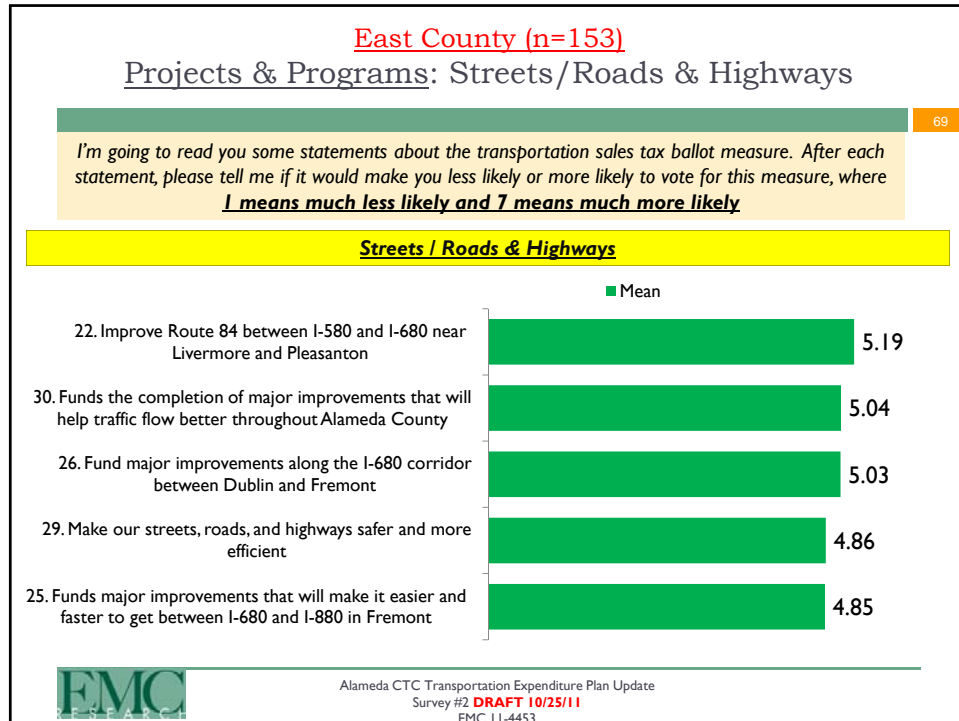
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## East County Ranked Project & Program Priorities

*continued*





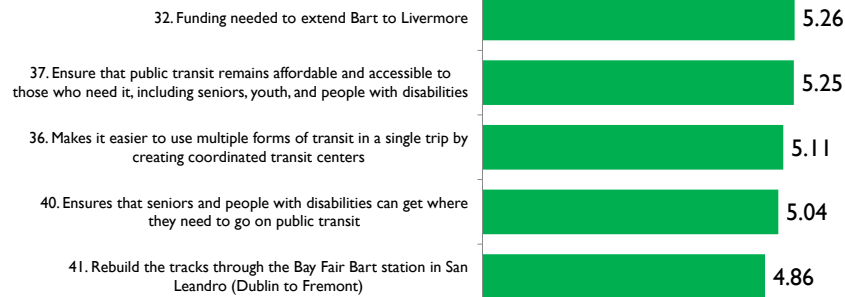
East County (n=153)Projects & Programs: Public Transit

71

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

Public Transit

■ Mean



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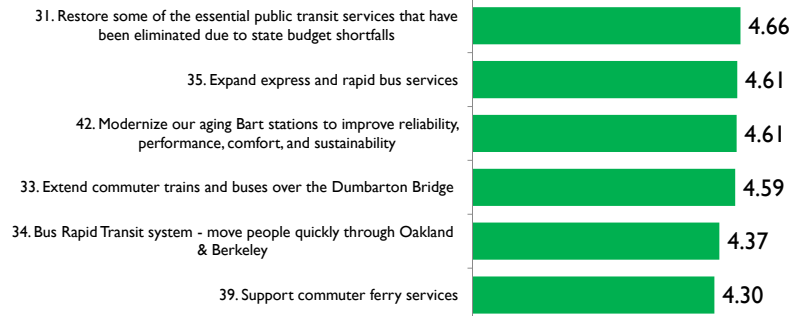
East County (n=153)Projects & Programs: Public Transit (cont.)

72

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where **1 means much less likely and 7 means much more likely**

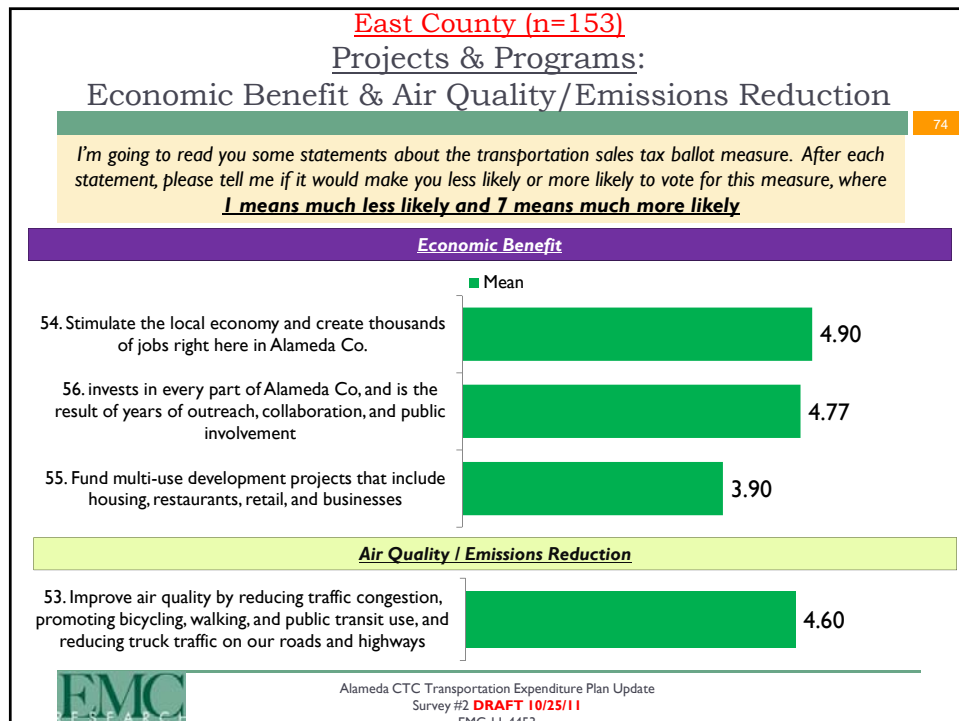
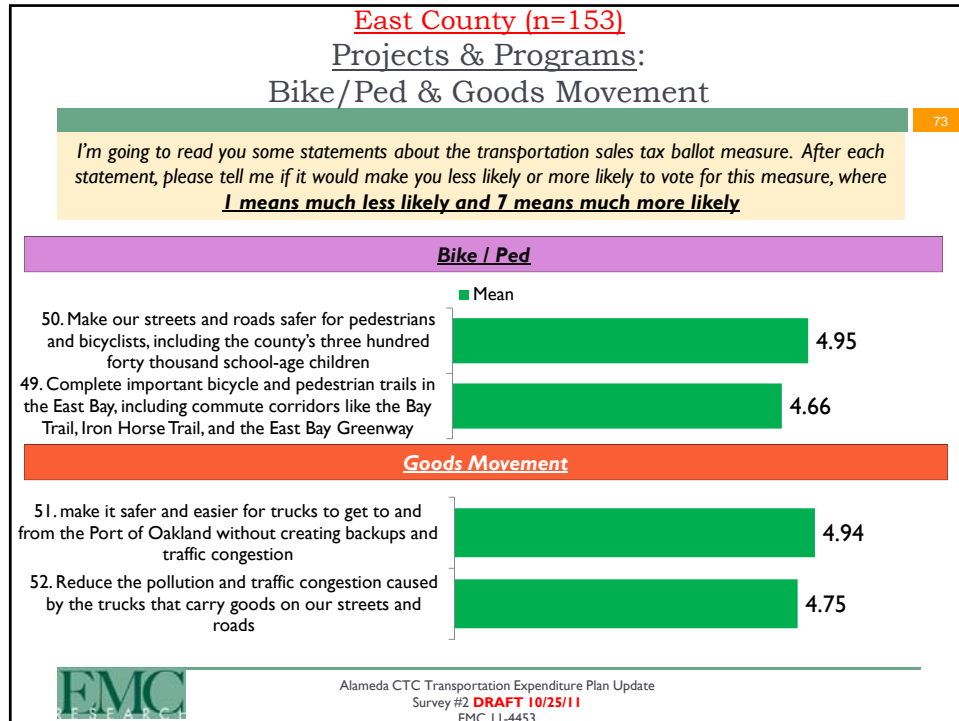
Public Transit

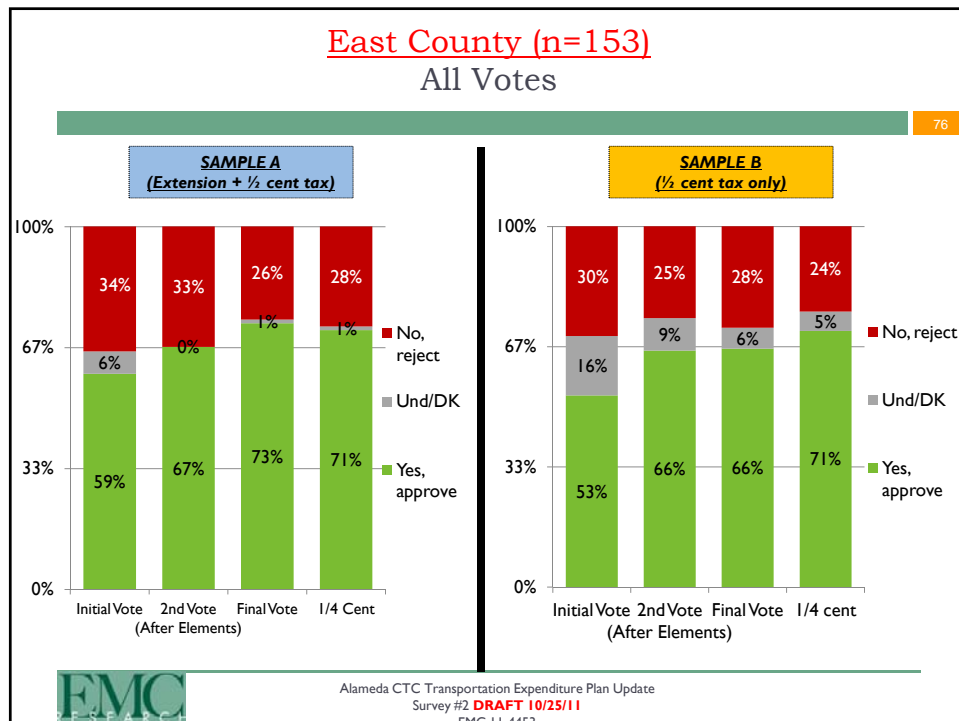
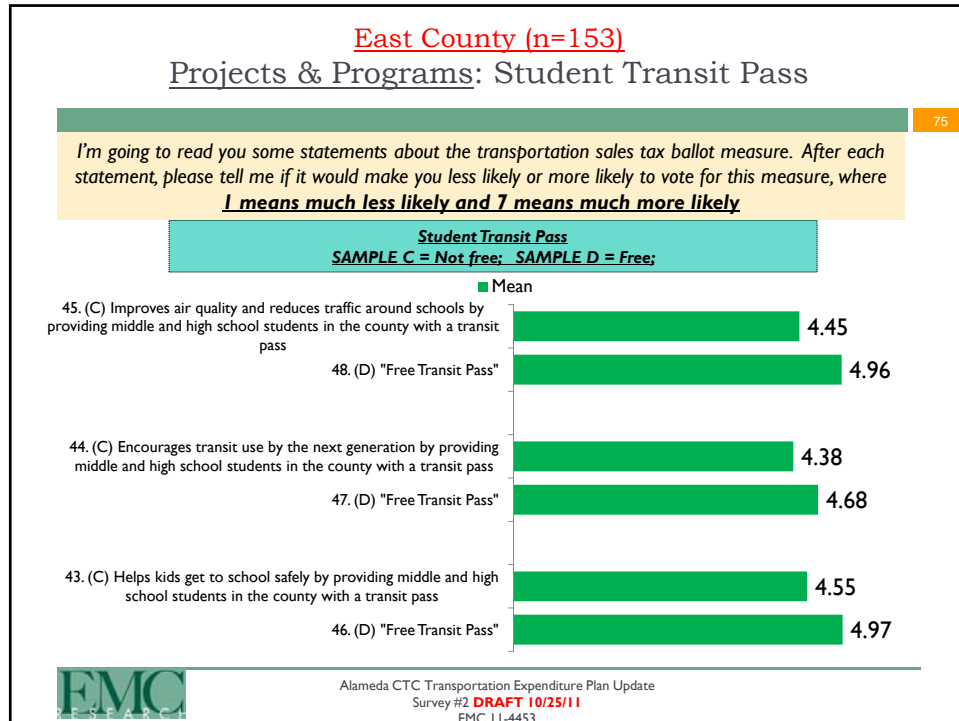
■ Mean

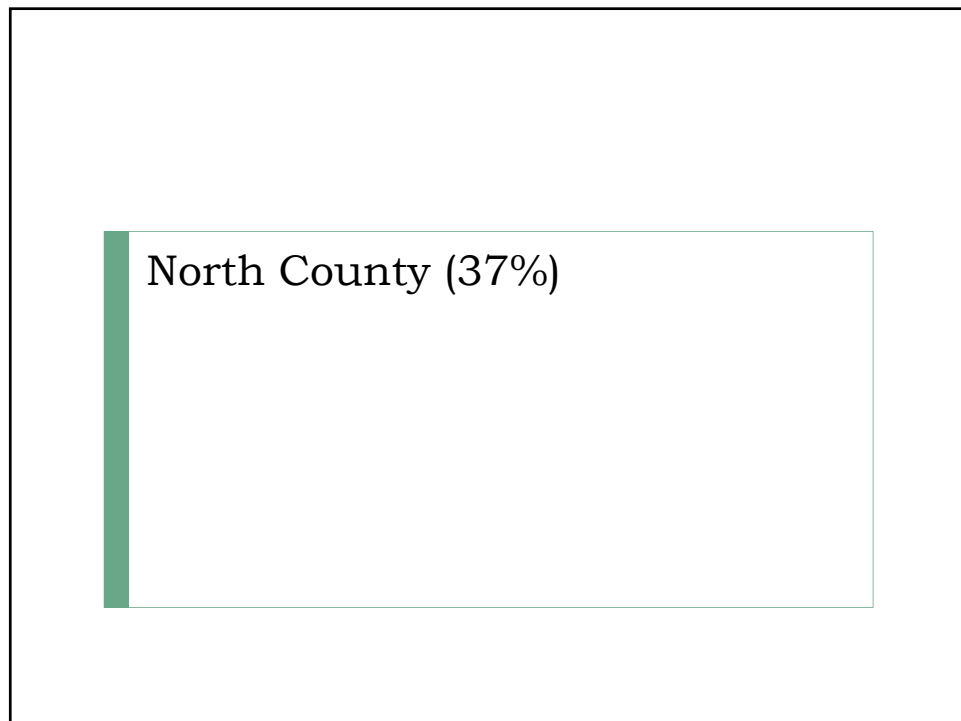
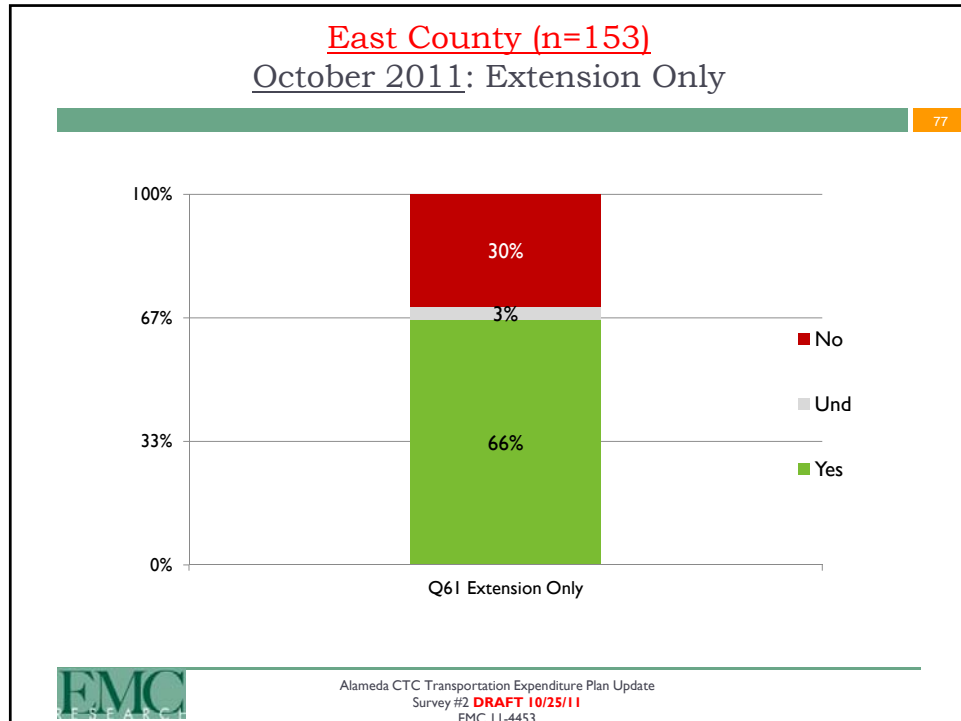


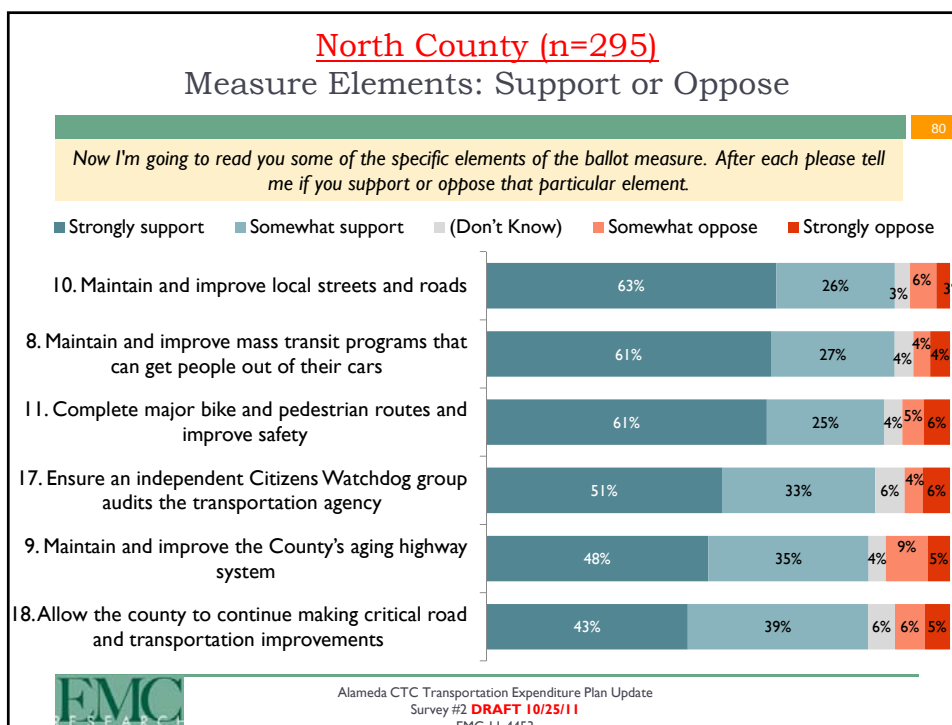
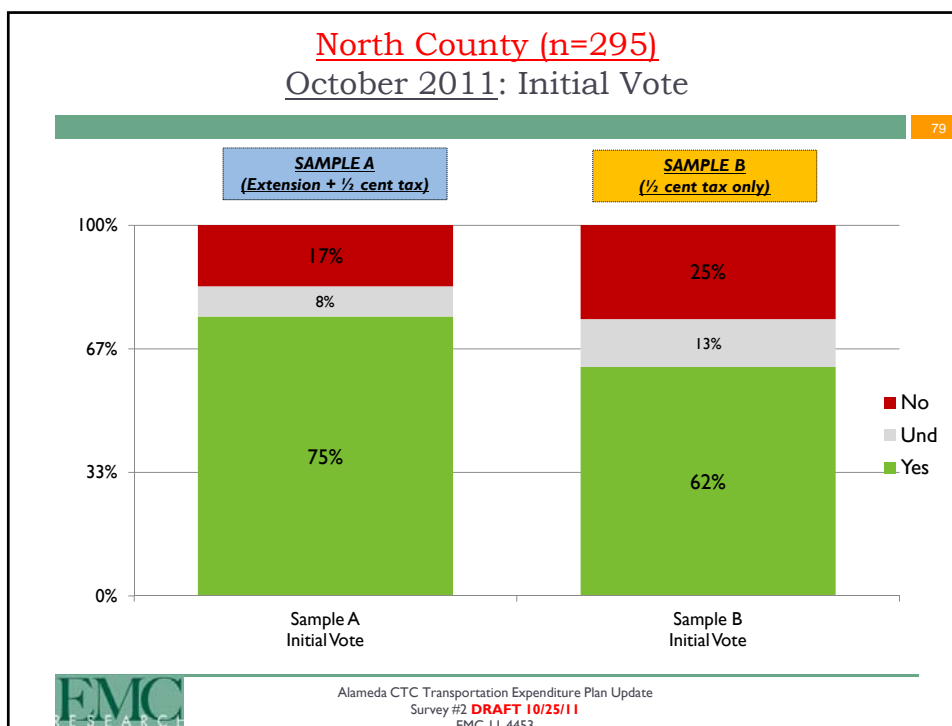
Alameda CTC Transportation Expenditure Plan Update  
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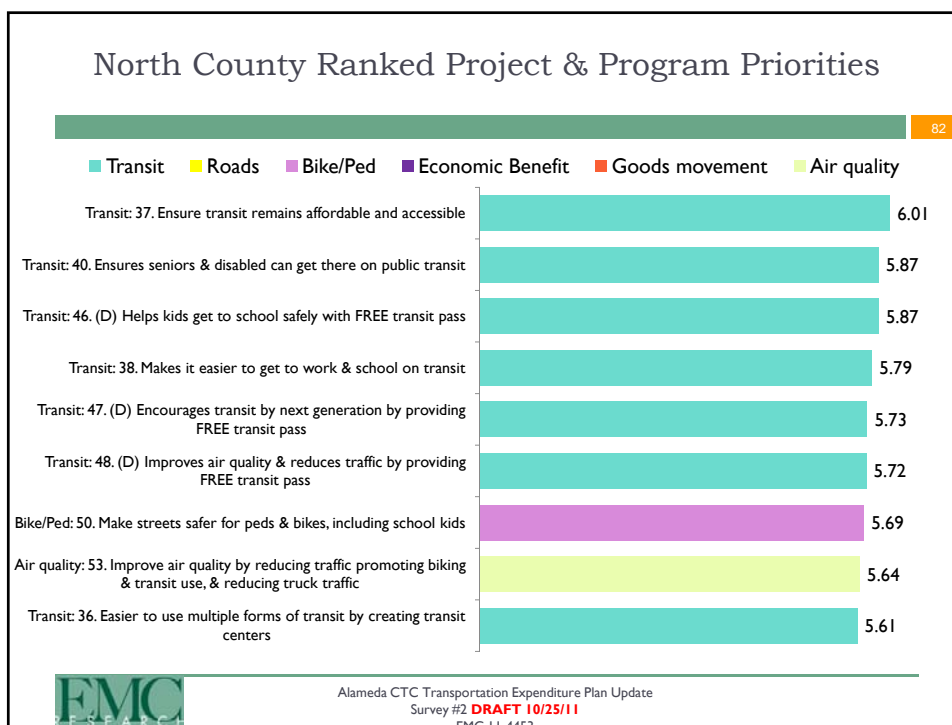
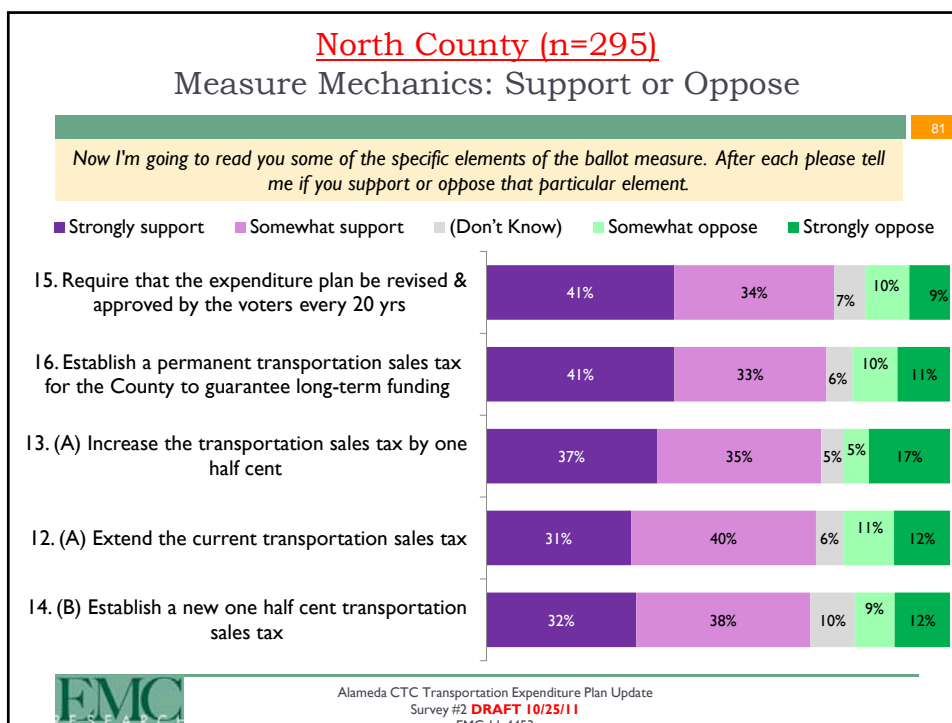






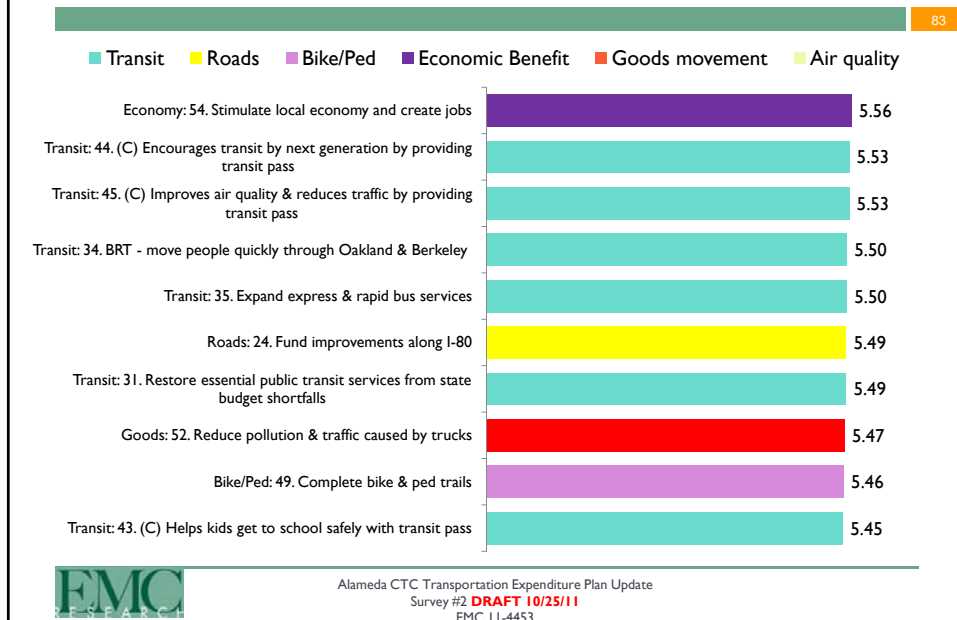






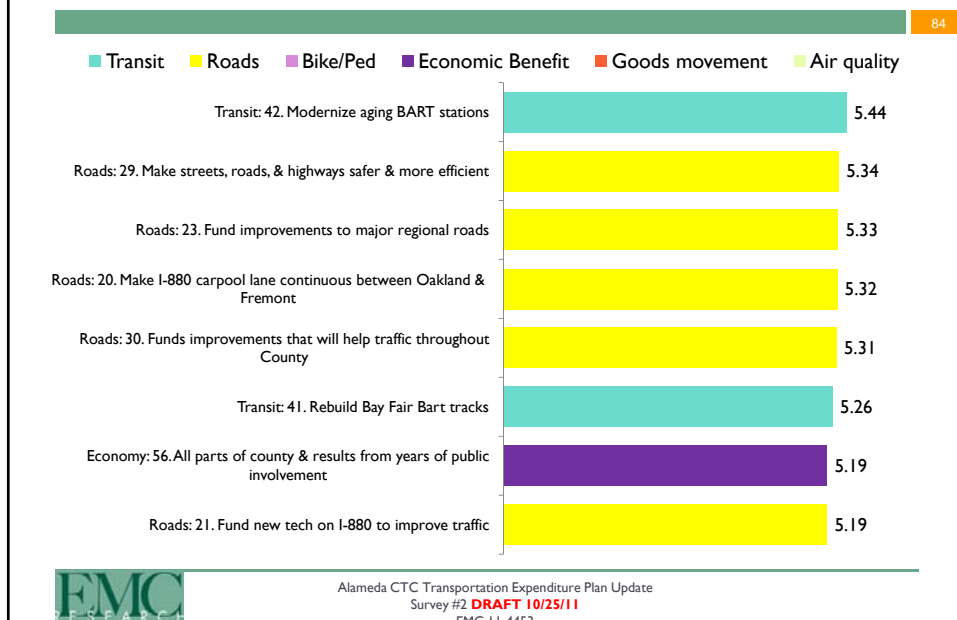
## North County Ranked Project & Program Priorities

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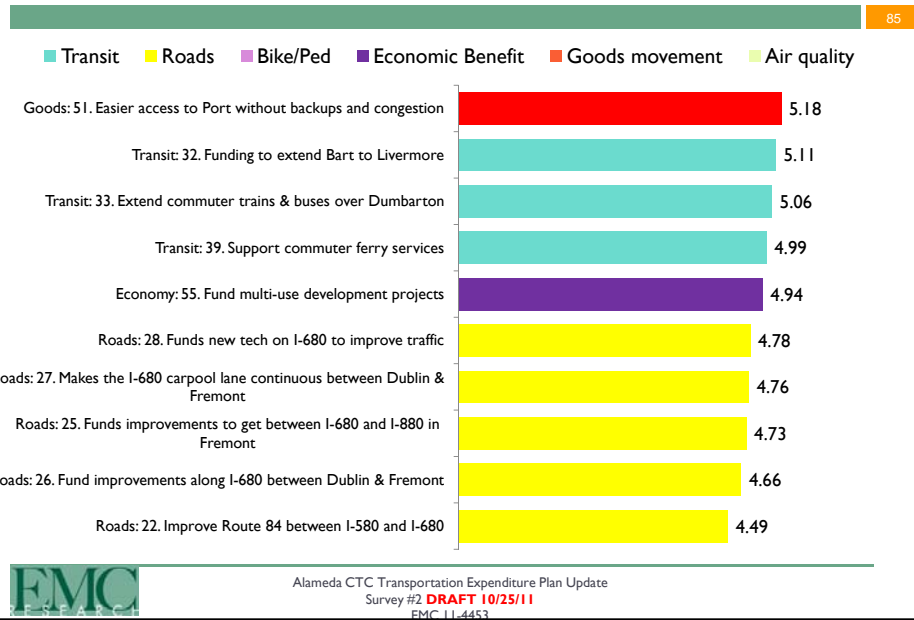
## North County Ranked Project & Program Priorities

*continued*



## North County Ranked Project & Program Priorities

*continued*

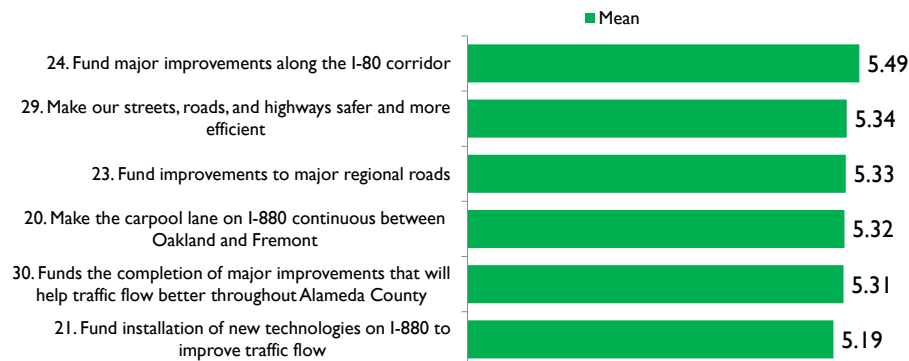


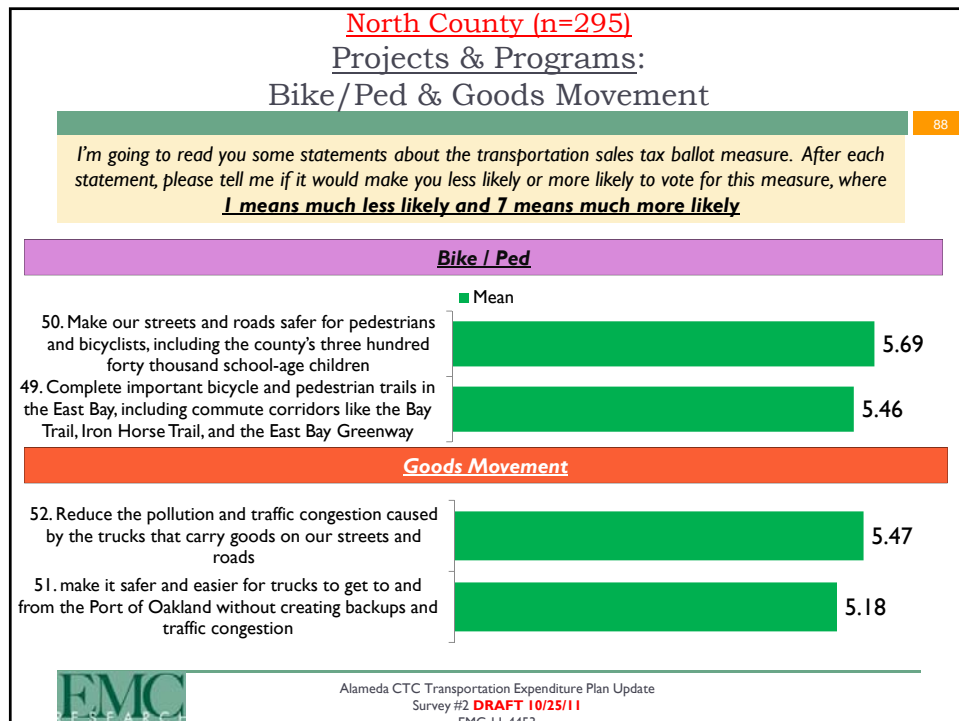
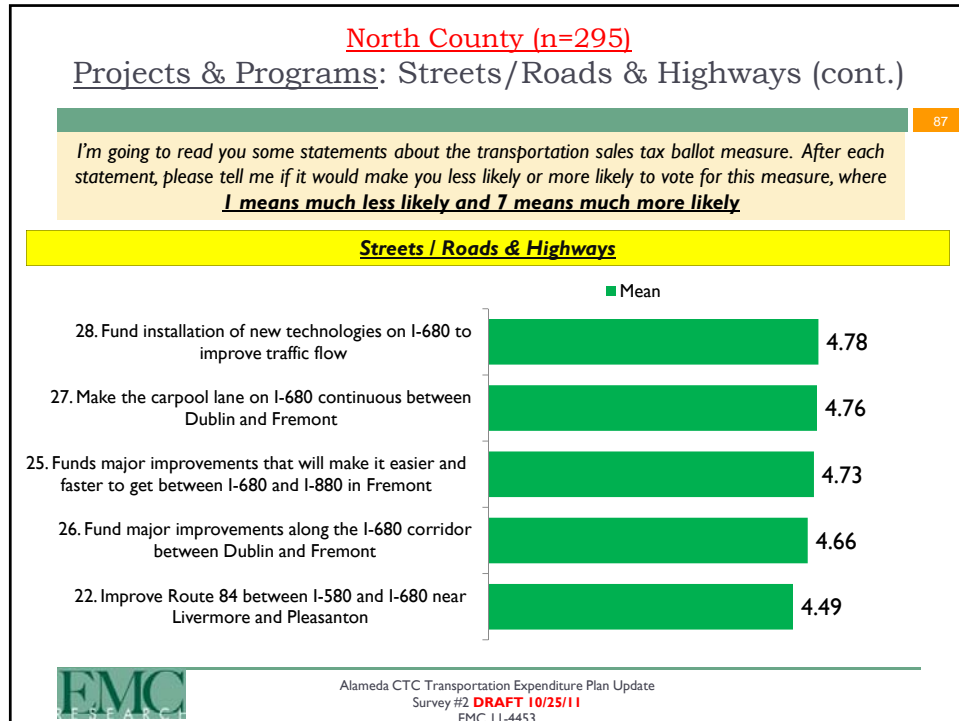
### North County (n=295)

## Projects & Programs: Streets/Roads & Highways

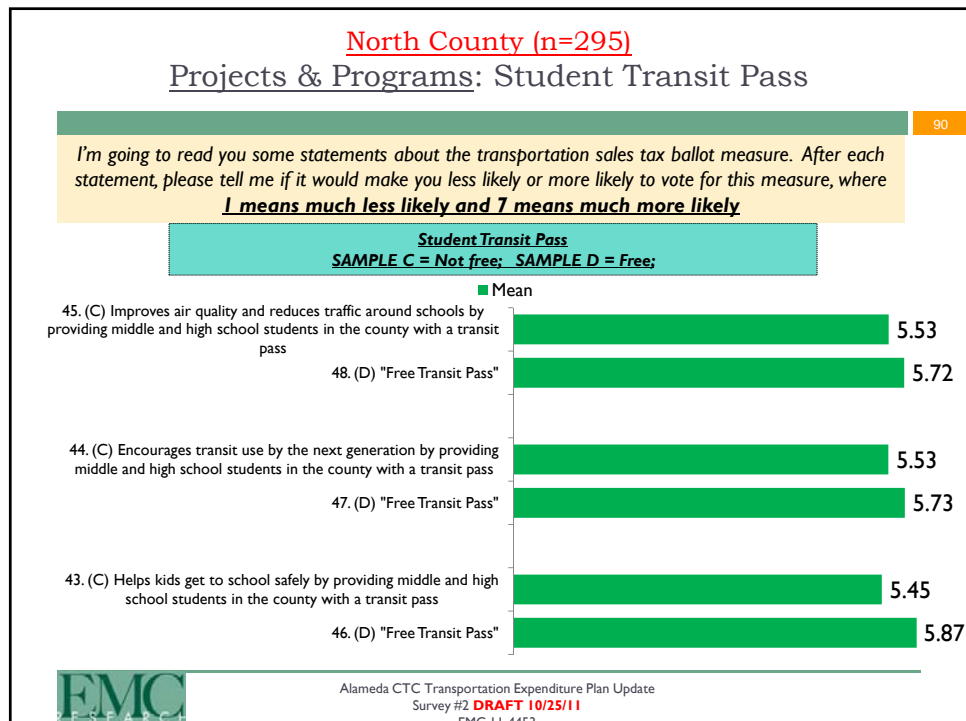
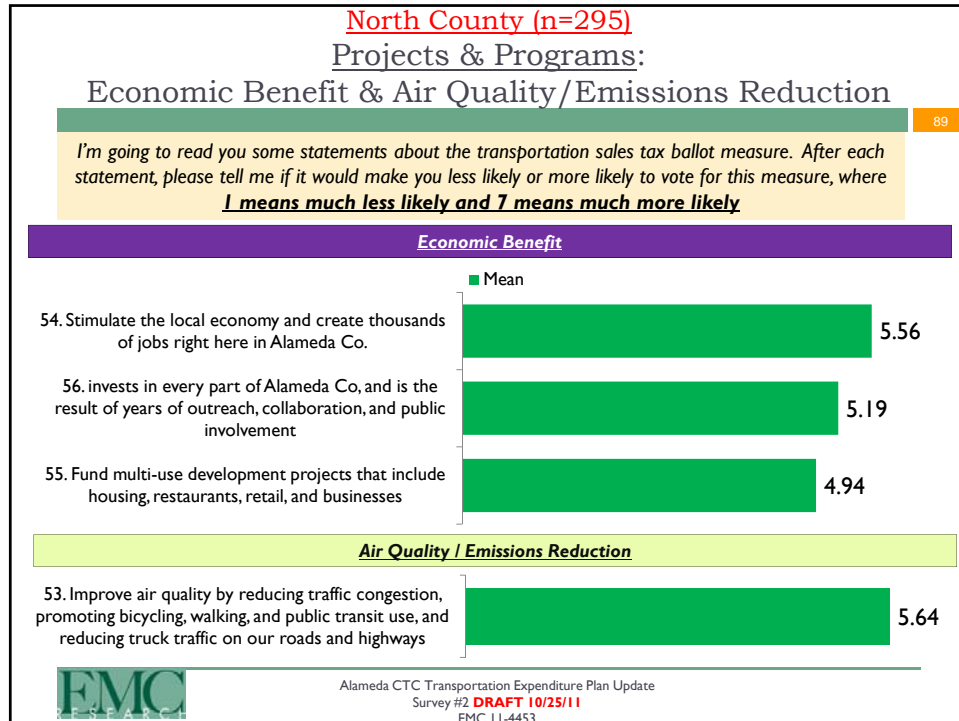
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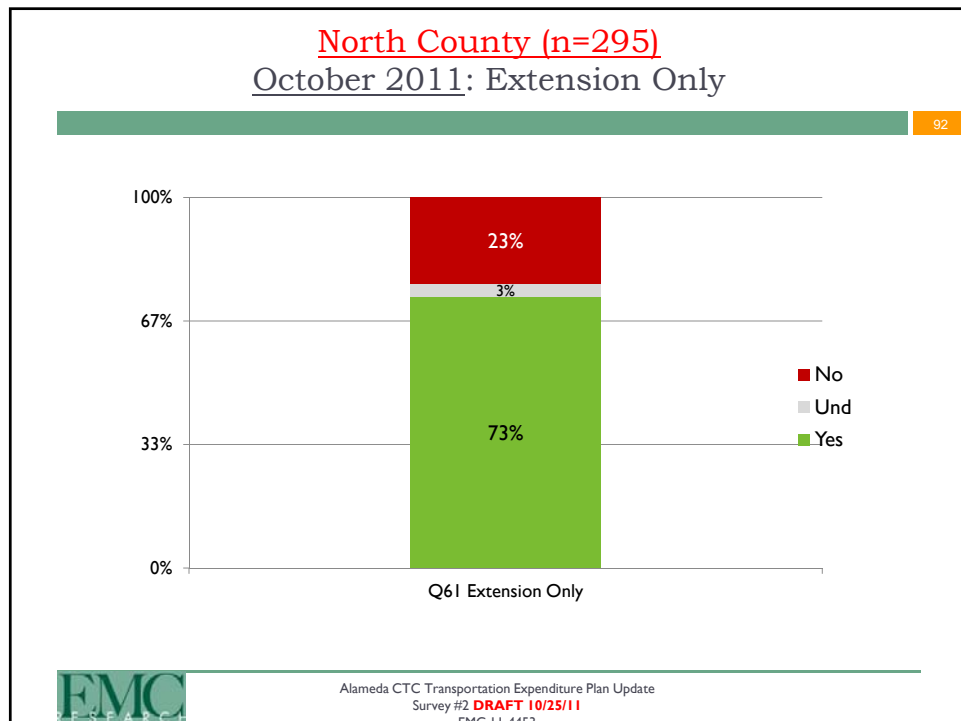
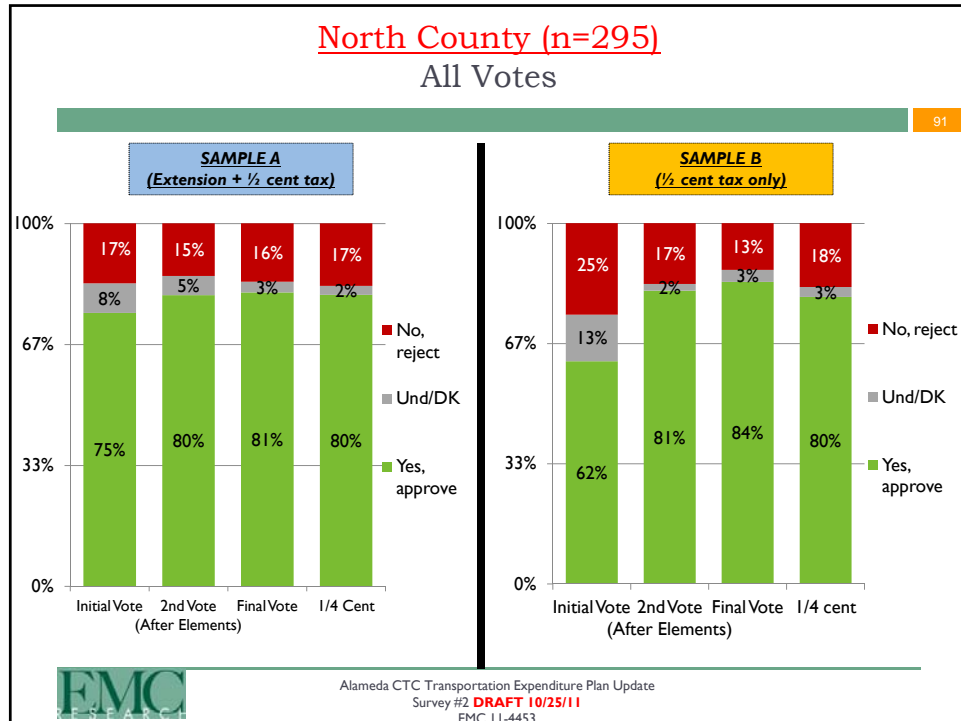
### Streets / Roads & Highways



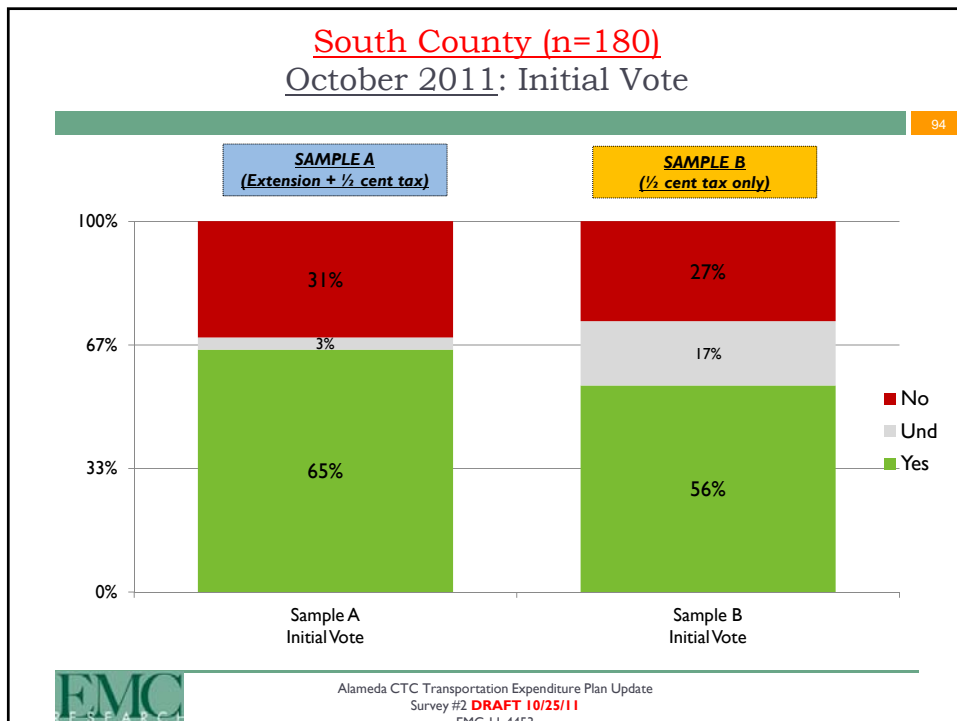


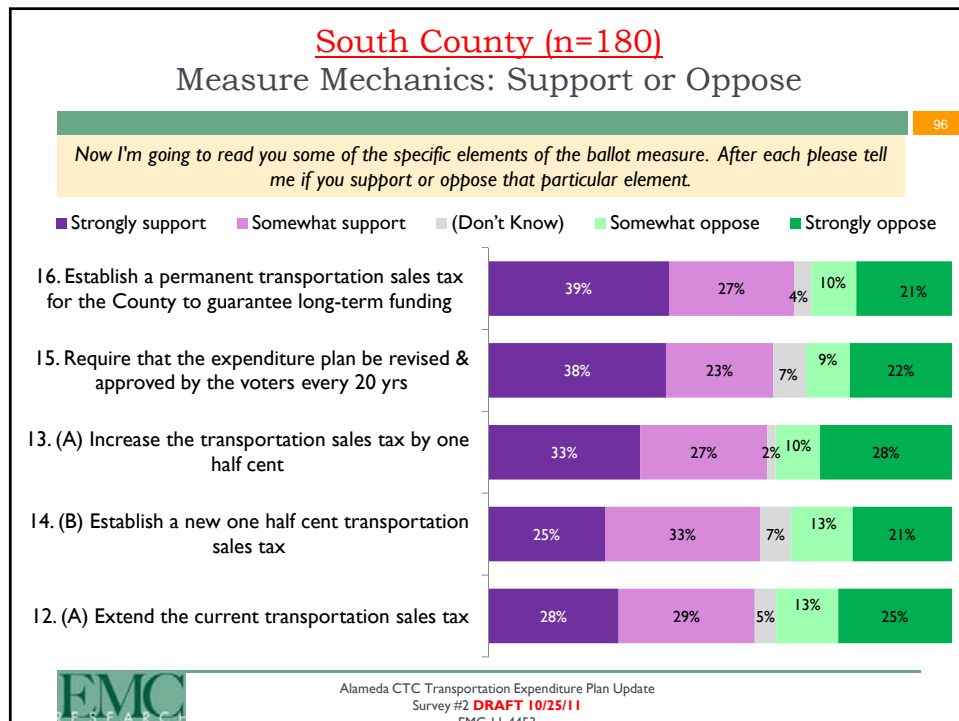
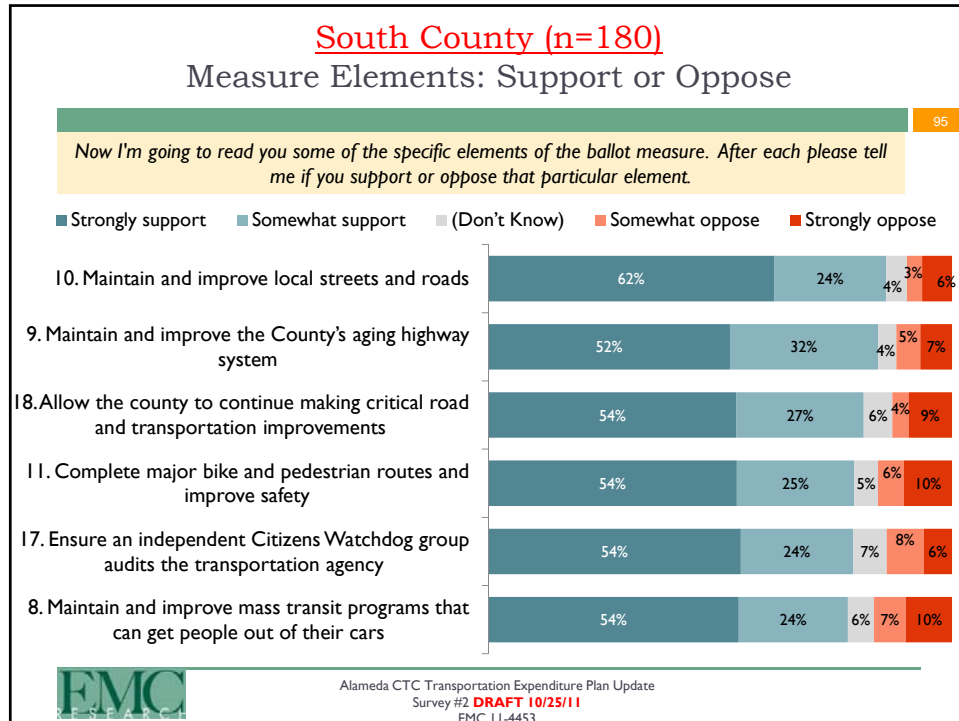


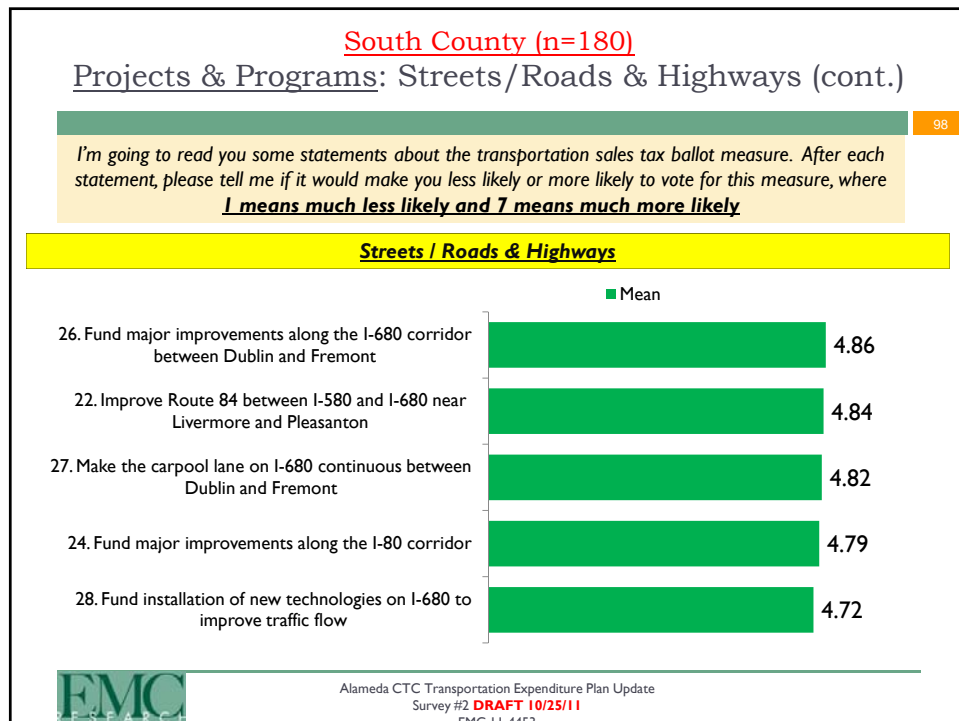
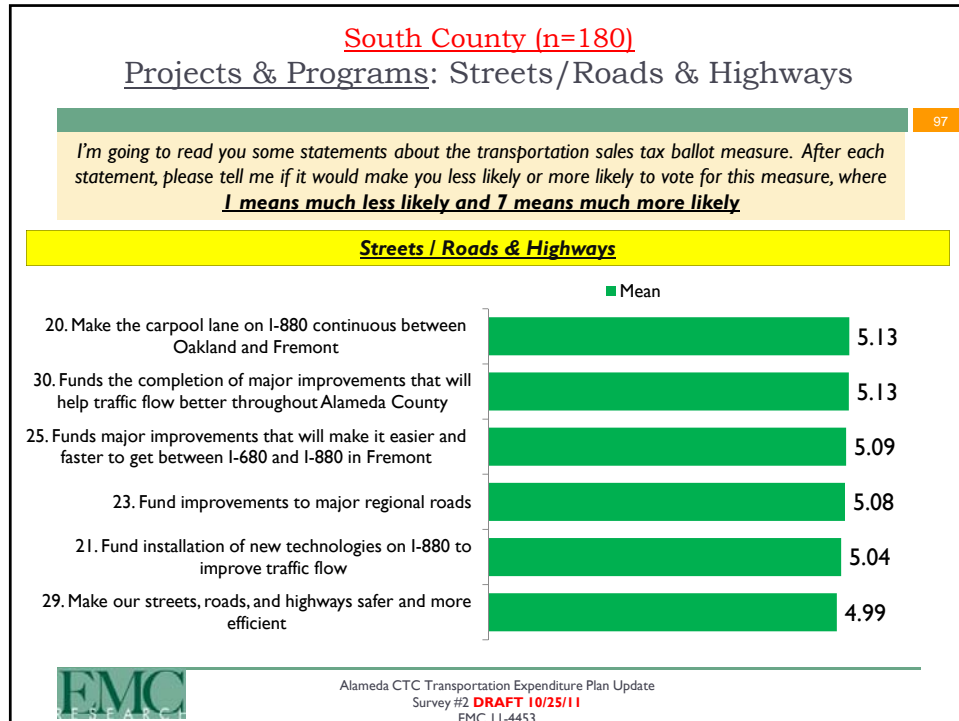


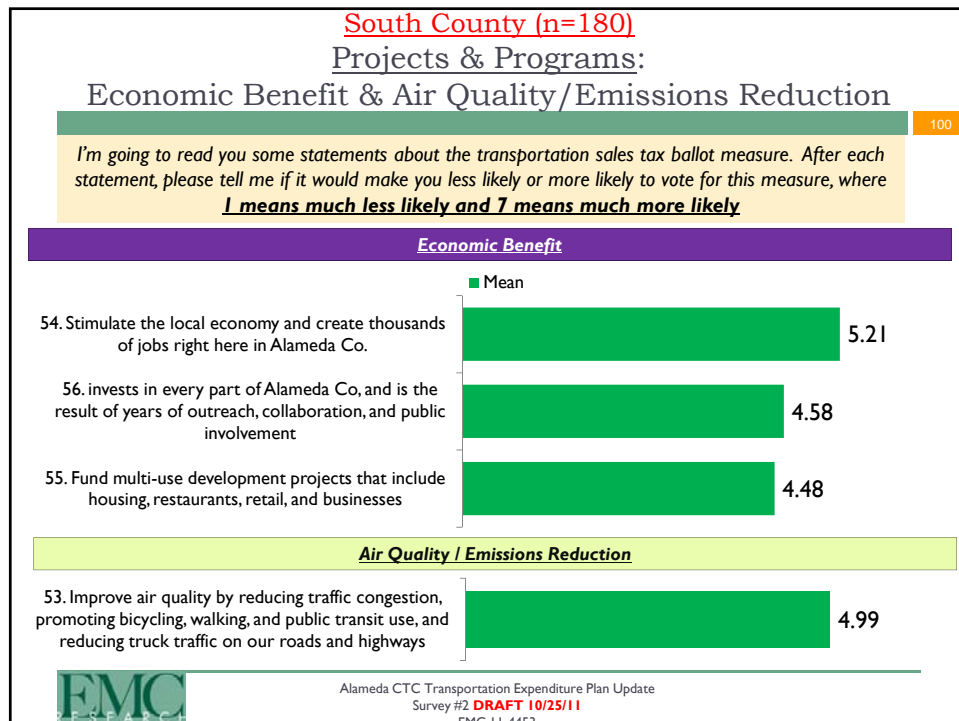
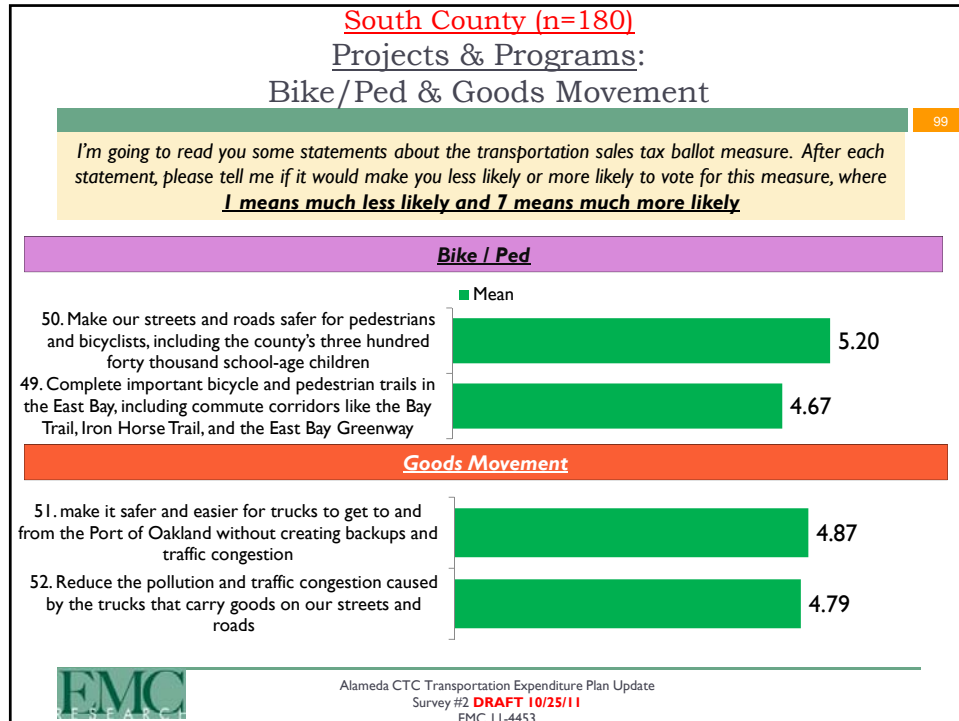


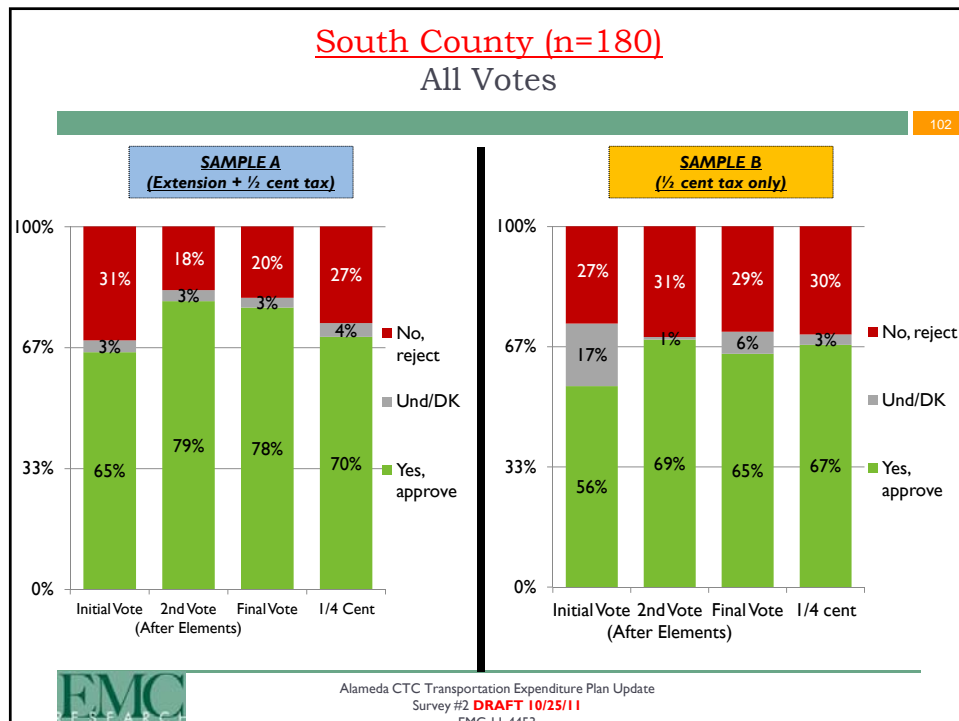
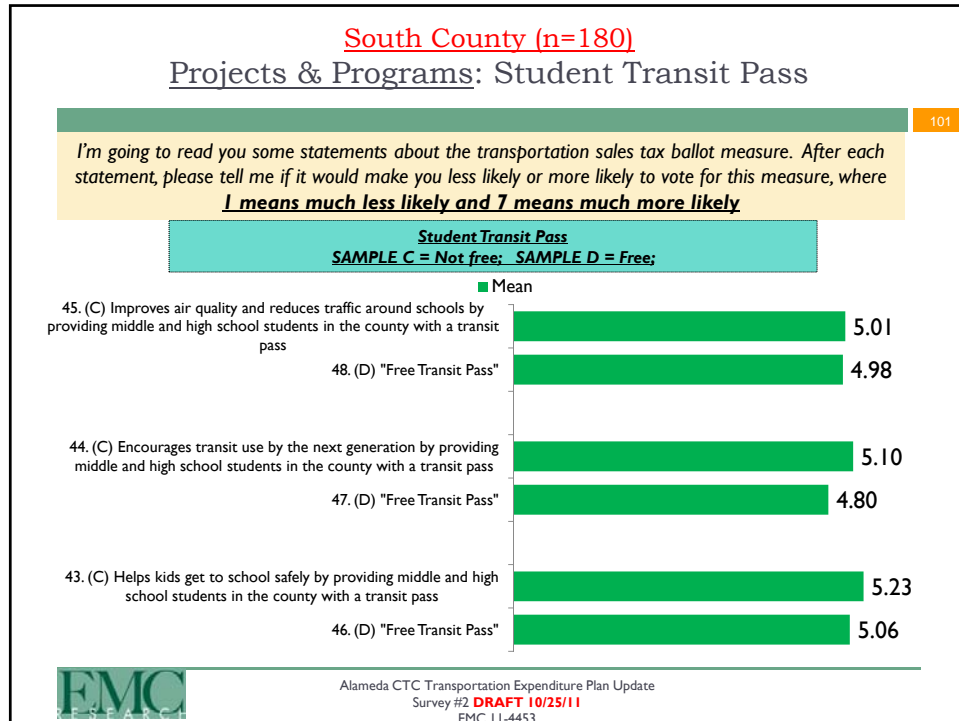
## South County (22%)

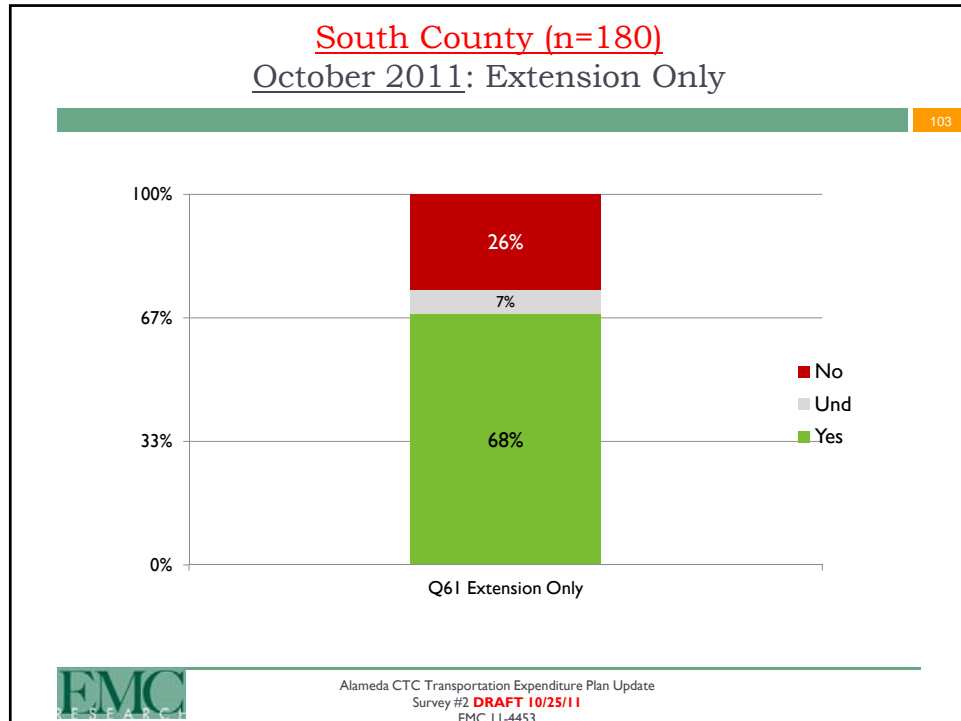
















## Memorandum

**DATE:** November 1, 2011

**TO:** CWTP-TEP Technical Advisory Working Group  
CWTP-TEP Community Advisory Working Group

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

**SUBJECT:** **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

### Recommendation

This item is for information only. No action is requested.

### Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). In September, the administrative draft CWTP was released by the CWTP-TEP Steering Committee for evaluation and comment. The administrative draft report can be found on the Alameda CTC website at: [http://www.alamedactc.org/app\\_pages/view/3070](http://www.alamedactc.org/app_pages/view/3070).

The CWTP-TEP Steering Committee also approved TEP parameters and in October public outreach was conducted. This public input and the administrative draft CWTP will be the basis from which a first draft of the TEP project list will be developed in October and presented in November 2011. Both the CWTP and TEP will be modified based on comments received with the goal of presenting a draft of both Plans to the Commission at its retreat on December 16, 2011.

### Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at [www.onebayarea.org](http://www.onebayarea.org).

### November 2011 Update:

This report focuses on the month of November 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Note that the regional schedule has been revised. Highlights at the regional level include release of preliminary draft Project Performance Assessment results by MTC and maintenance and regional program needs and investment strategies by MTC. At the county level, highlights include a summary of outreach and polling efforts on the TEP conducted in October 2011 and release of the revised CWTP project and program list and preparation of a preliminary list of projects and programs for the TEP.

#### *1) SCS/RTP*

MTC released preliminary draft results of the project performance assessment and is anticipated to release the draft scenario analysis results in December. They also released information on maintenance and regional program needs, investment strategies and next steps. Staff will be following up and responding to this information. ABAG continued work on the One Bay Area Alternative Land Use Scenarios and a comment letter is being prepared by Alameda CTC staff and will be distributed to the Committee when it is available.

#### *2) CWTP-TEP*

In October, presentations on the administrative draft CWTP and TEP parameters were made to the advisory committees and working groups. The administrative draft CWTP is found on the Alameda CTC website at [http://www.alamedactc.org/app\\_pages/view/3070](http://www.alamedactc.org/app_pages/view/3070). In addition, extensive public outreach and a second poll on the CWTP and TEP occurred in October and early November to gather input on what projects and programs should be included in the TEP. Results are being summarized and presented to the Community and Technical Advisory Working Groups and the Steering Committee in November. Based this outreach and on the administrative draft CWTP, a preliminary list of Transportation Expenditure Plan projects and programs will be developed in November for review by the Steering Committee at its November 17, 2011 meeting followed by the draft CWTP and draft TEP at its meeting on December 1, 2011.

#### *3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:*

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	Typically the 4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC offices	November 17, 2011 December 1, 2011
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	November 10, 2011 December 8, 2011
CWTP-TEP Community Advisory Working Group	Typically the 1 <sup>st</sup> Thursday of the month, 2:30 p.m. Location: Alameda CTC <b>Notes: The November 3 meeting is cancelled and rescheduled jointly with TAWG on November 10 and December 8 at 1:30 p.m.</b>	November 10, 2011 (at 1:30 p.m.) <del>November 3, 2011</del> December 8, 2011 (at 1:30 p.m.)
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	December 6, 2011 January 3, 2012
SCS/RTP Equity Working Group	2 <sup>nd</sup> Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	November 9, 2011 December 14, 2011

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
SCS Housing Methodology Committee	Typically the 4 <sup>th</sup> Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 <sup>th</sup> Floor, San Francisco	TBD
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011

### **Fiscal Impact**

None.

### **Attachments**

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities  
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule  
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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## Summary of Next Quarter Countywide and Regional Planning Activities (November 2011 through February 2012)

### Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the November 2011 through February 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the Administrative Draft and developing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft and the Draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Presenting the results of October public outreach and the second poll;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Beginning to seek jurisdiction approvals of the Draft TEP.

### Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Conducting a scenario analysis of five land use options and two transportation network (Alameda CTC staff is providing input into both of these activities);
- Releasing the results of the scenario analysis and project performance assessment;
- Refining draft 25-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Adopting a RHNA Methodology.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

### Key Dates and Opportunities for Input<sup>1</sup>

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: December 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: May 2011 - November 2011

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: October 2011

Draft CWTP and TEP Released: December 2011

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

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<sup>1</sup> Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission.

2010													FY2010-2011			2010		
Task		January	February	March	April	May	June	July			August	Sept	Oct	Nov	Dec			
Alameda CTC Committee/Public Process																		
Steering Committee				Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?					
Technical Advisory Working Group									No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview					
Community Advisory Working Group									No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview					
Public Participation									No Meetings			Stakeholder outreach						
Agency Public Education and Outreach		Information about upcoming CWTP Update and reauthorization																
Alameda CTC Technical Work																		
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level							Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work							
Polling																		
Sustainable Communities Strategy/Regional Transportation Plan																		
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.		Start Vision Scenario Discussions							
									Adopt methodology for Jobs/Housing Forecast (Statutory Target)			Projections 2011 Base Case						
											Adopt Voluntary Performance Targets							

2011										FY2011-2012		2011		2011		2011									
Task		January		February		March		April		May		June		July		August		Sept		Oct		Nov		Dec	
Alameda CTC Committee/Public Process																									
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs		Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion		Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update		Outreach and call for projects update (draft list approval), project and program packaging, county land use		Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects		No Meetings.		Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection		No Meetings		1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict		Review 2nd draft CWTP; 1st draft TEP			
Technical Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs		Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach		Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update		Outreach and call for projects update, project and program packaging, county land use		Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects		No Meetings.		Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection		No Meetings		1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update		No Meetings			
Community Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs		Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach		Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update		Outreach and call for projects update, project and program packaging, county land use		Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects		No Meetings.		Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection		No Meetings		1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update		No Meetings			
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum		Public Workshops in all areas of County: vision and needs		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													
Polling		Conduct baseline poll																		Polling on possible Expenditure Plan projects & programs		Polling on possible Expenditure Plan projects & programs			
Sustainable Communities Strategy/Regional Transportation Plan																									
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013						Release Initial Vision Scenario		Detailed SCS Scenario Development				Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario							
		Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation																			
Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																									



2012												FY2011-2012															
Task		January		February		March		April		May		June		July		August		Sept		Oct		November					
Alameda CTC Committee/Public Process																											
Steering Committee		Full Draft TEP, Outcomes of outreach meetings		Finalize Plans		Meetings to be determined as needed		Adopt Draft Plans		Adopt Final Plans		Expenditure Plan on Ballot										VOTE: November 6, 2012					
Technical Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Finalize Plans		Meetings to be determined as needed																VOTE: November 6, 2012					
Community Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Finalize Plans		Meetings to be determined as needed																VOTE: November 6, 2012					
Public Participation						Expenditure Plan City Council/BOS Adoption																VOTE: November 6, 2012					
Agency Public Education and Outreach		Ongoing Education and Outreach Through November 2012 on this process and final plans										Ongoing Education and Outreach through November 2012 on this process and final plans															
Alameda CTC Technical Work																											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans																									
Polling										Potential Go/No Go Poll for Expenditure Plan																	
Sustainable Communities Strategy/Regional Transportation Plan																											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013				Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan				Begin RTP Technical Analysis & Document Preparation				Prepare SCS/RTP Plan												Release Draft SCS/RTP for review			

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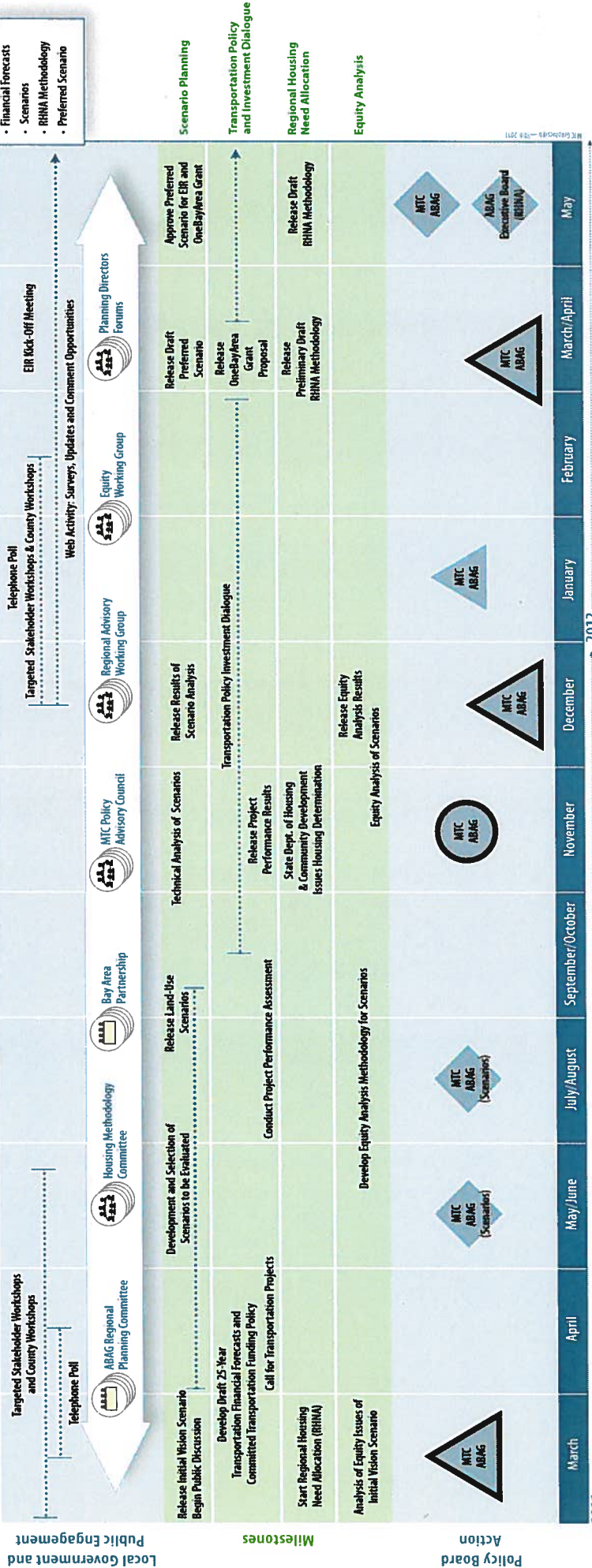
# Plan Bay Area Planning Process: Phase 2 Detail\*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

## BayArea Plan

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



\*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee  
MTC-MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)



## Upcoming Advisory and Steering Committee Meetings Schedule

ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA

	Meeting Date/Function	Outcomes	Agenda Items
1	<p>CAWG February 3, 2011 2:30 – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes</li> <li>Receive overview and schedule of Initial Vision Scenario</li> <li>Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects</li> <li>Receive an outreach status update and approve the polling questions</li> <li>Discuss performance measures</li> </ul>	<ul style="list-style-type: none"> <li>Update on CWTP-TEP Activities Since Last Meeting</li> <li>Update on Countywide and Regional Processes</li> <li>Discuss the initial vision scenario and approach for incorporating SCS in the CWTP</li> <li>Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy</li> <li>Outreach status update and <i>Steering Committee approval of polling questions</i></li> <li>Continued discussion and refinement of Performance Measures</li> <li>Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps</li> </ul>
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"> <li>Receive an update on outreach</li> <li>Adopt Final Performance Measures</li> <li>Initiate discussion of programs</li> <li>Receive update on MTC Call for Projects and Alameda County approach</li> <li>Comment on transportation issue papers subjects</li> <li>Provide input to land use and modeling and Initial Vision Scenario (TAWG)</li> <li>Update on Initial Vision Scenario and Priority Conservation Areas (TAWG)</li> <li>Receive update and finalize Briefing Book</li> <li>Discuss committed funding policy</li> </ul>	<ul style="list-style-type: none"> <li>Update on Outreach: Workshop, Polling Update, Web Survey</li> <li><i>Approve Final Performance Measures &amp; link to RTP</i></li> <li>Discussion of Programs</li> <li>Overview of MTC Call for Projects and Alameda County Process</li> <li>Discussion of Transportation Issue Papers &amp; Best Practices Presentation</li> <li>Discussion of Land use scenarios and modeling processes (TAWG)</li> <li>Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG)</li> <li>Finalize Briefing Book</li> <li>TAWG/CAWG/SC update</li> </ul>
3	<p>CAWG April 7, 2011 2:30 – 5 p.m.</p>	<ul style="list-style-type: none"> <li>Receive update on outreach activities</li> <li>Provide feedback on policy for projects and programs packaging</li> <li>Provide comments on Alameda County land use scenarios</li> </ul>	<ul style="list-style-type: none"> <li>Update on Workshop, Poll Results Presentation, Web Survey</li> <li>Discuss Packaging of Projects and Program for CWTP</li> <li>Discussion of Alameda County land use scenarios</li> </ul>



	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"> <li>• Receive update on Call for Projects outcomes</li> <li>• Comment on refined Transportation Issue Papers</li> <li>• Comment on committed projects and funding policy and Initial Vision Scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i></li> <li>• Transportation Issue Papers &amp; Best Practices Presentation</li> <li>• Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario</li> <li>• TAWG/CAWG/SC update</li> </ul>
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"> <li>• Review outcomes of initial workshops and other outreach</li> <li>• Review outcomes of call for projects, initial screening and next steps</li> <li>• Discuss TEP Strategic Parameters &amp; alternative funding scenarios</li> <li>• Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario</li> <li>• Receive information on Financial projections and opportunities</li> <li>• Title VI update and it's relation to final plans to CAWG &amp; TAWG meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Summary of workshop results in relation to poll results</li> <li>• 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></li> <li>• Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process</li> <li>• 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></li> <li>• Title VI update</li> <li>• TAWG/CAWG/SC update</li> </ul>
	<b>No June Meeting</b>		
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"> <li>• Project Evaluation 101 (CAWG only; 12 -1 p.m.)</li> <li>• Provide comments on outcomes of project evaluation</li> <li>• Comment on outline of Countywide Transportation Plan.</li> <li>• Continue discussion of TEP parameters and financials</li> <li>• Provide feedback on proposed outreach approach for fall 2011</li> </ul>	<ul style="list-style-type: none"> <li>• Results of Project and Program Packaging and Evaluation</li> <li>• Review CWTP Outline</li> <li>• Discussion of TEP strategic parameters and financials</li> <li>• Discussion of fall 2011 outreach approach</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>

	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"> <li>• Comment on first draft of Countywide Transportation Plan</li> <li>• Comment on potential packages of projects and programs for TEP</li> <li>• Prepare for second round of public meetings and second poll</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan Draft</li> <li>• Presentation/Discussion of TEP candidate projects</li> <li>• Refine the process for further evaluation of TEP projects</li> <li>• Discussion of upcoming outreach and polling questions</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
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"> <li>• Update on first draft of Countywide Transportation Plan, including project and program financially constrained list</li> <li>• Comment on preliminary Transportation Expenditure Plan candidate programs and TEP outline</li> <li>• Receive update on second round of public meetings and second poll</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of Transportation Expenditure Plan outline and preliminary programs and allocations</li> <li>• Update on public outreach and poll</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC Update</li> <li>• SC only – presentation on poll results</li> </ul>
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"> <li>• Comment on second draft of Countywide Transportation Plan</li> <li>• Review and provide input on first draft elements of Transportation Expenditure Plan Projects and Programs, Guidelines</li> <li>• Review results of second poll and outreach update</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan second draft</li> <li>• Presentation/Discussion of TEP Projects and Programs (first draft of the TEP)</li> <li>• Presentation on second poll results and outreach update</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
9	<p>Steering Committee December 1, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Review and comment on TEP</li> <li>• Recommend CWTP and TEP to full Commission</li> </ul>	<ul style="list-style-type: none"> <li>• Review and comment on TEP</li> <li>• Recommend CWTP and TEP to full Commission</li> </ul>
10	<p>CAWG/TAWG Joint December 8, 2011 1:30 – 4 p.m.</p>	<ul style="list-style-type: none"> <li>• Review 2<sup>nd</sup> draft CWTP and Evaluation Results</li> <li>• Review Final draft TEP</li> <li>• Outreach final report</li> </ul>	<ul style="list-style-type: none"> <li>• Review 2<sup>nd</sup> draft CWTP and Evaluation Results</li> <li>• Review Final draft TEP</li> <li>• Outreach final report</li> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
11	CAWG January 5, 2012 2:30 – 5 p.m.  TAWG January 12, 2012 1:30 – 4 p.m.  Steering Committee January 26, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> <li>• Discussion (as needed) on CWTP and TEP</li> <li>• Review final outcomes of outreach meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of updates on CWTP and TEP</li> <li>• Presentation of Outreach Findings and next steps</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>

#### **Future Meeting Dates:**

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

TAWG will continue to meet as needed through final adoption of MTC and ABAG's RTP/SCS anticipated for April 2013

#### **Definitions**

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan



## Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
1 Business	Economic Development Committee (Oakland)	North	Ms.	Charissa M.	Frank
2 Business	California Alliance for Jobs.	CW	Mr.	Andy	Fields
3 CWC Organization	Alameda County Taxpayer's Association	CW	Mr.	Arthur B.	Geen
Civil Rights/Env./Social Justice/Faith-based Adv.	Transportation Justice Working Group	CW	Ms.	Chaka-Khan	Gordon
5 CWC Organization	League of Women Voters	CW	Mr.	Earl	Hamlin
6 Education	Alameda County Office of Education	CW	Ms.	Unique S.	Holland
Civil Rights/Env./Social Justice/Faith-based Adv.	Urban Habitat	CW	Ms.	Lindsay S.	Imai Hong
8 Alameda CTC Community Advisory Committee	Alameda CTC CAC	CW	Dr.	Roop	Jindal
9 Education	Oakland Unified School District, Board of Education	North	Mr.	David	Kakishiba
Alameda CTC Community Advisory Committee	Alameda CTC CWC	CW	Ms.	JoAnn	Lew
11 Health	Davis Street Family Resource Center	Central	Ms.	Teresa	McGill

## Alameda County Transportation Commission Community Advisory Working Group

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

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## Alameda County Transportation Commission Community Advisory Working Group

Category	Organization	Planning Area	Title	First Name	Last Name
Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata
23 Health	Alameda County Public Health Department	CW	Ms.	Pam L.	Willow
24 Seniors/People with Disabilities	Alameda CTC PAPCO	North	Mr.	Hale	Zukas
25 Education	Vacancy	CW			
26 Health	Vacancy	CW			

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# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
1	North	Alex	Amoroso	Principal Planner, Planning Department	City of Berkeley
2	North	Aleida	Andrino-Chavez	Transportation Planner	City of Albany
3	North	Eric	Angstadt	Planning Director	City of Oakland
4	South	Marisol	Benard	Even Start Program Manager	New Haven Unified School District
5	North	Kate	Black	Planning Director	City of Piedmont
6	North	Jeff	Bond	Planning and Building Manager	City of Albany
7	East	Jaimee	Bourgeois	Senior Civil Engineer (Traffic)	City of Dublin
8	North	Charlie	Bryant	Director of Planning and Building	City of Emeryville
9	South	Mintze	Cheng	Public Works Director	City of Union City
10	Central	Keith R.	Cooke	Principal Engineer	City of San Leandro
11	North	Wendy	Cosin	Acting Director of Planning and Development	City of Berkeley
12	East	Brian	Dolan	Director of Community Development	City of Pleasanton
13	South	Soren	Fajeau	Senior Civil Engineer	City of Newark - Engineering Division
14	East	Jeff	Flynn	Planning Director	Livermore Amador Valley Transit Authority

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

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

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
29	CW	Gregg	Marrama	Department Manager, Capital	BART
30	CW	Val	Menotti	Department Manager, Planning	BART
31		Neena	Murgai	Epidemiologist	CAPE
32	North	Matt	Nichols	Principal Planner, PWD	City of Berkeley
33	Central	Erik	Pearson	Senior Planner, Planning	City of Hayward
34	South	James	Pierson	Public Works Director	City of Fremont
35	East	Jeri	Ram	Community Development Director	City of Dublin
36	Central	David	Rizk	Development Services Director	City of Hayward
37	East	Marc	Roberts	Planning Director	City of Livermore
38	CW	Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail
39	North	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville
40	South	Jeff	Schwob	Interim Community Development Director	City of Fremont
41	North	Tina	Spencer	Director of Service Development and Planning	AC Transit
42	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency

# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
43	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton
44	CW	Lee	Taubeneck	Deputy District Director - District 4	Caltrans
45	North	Andrew	Thomas	Planning Services Manager	City of Alameda
46	North	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)
47	East	Bob	Vinn	Assistant City Engineer	City of Livermore
48	East	Marnie	Waffle	Senior Planner	City of Dublin
49	North	Bruce	Williams	Senior Transportation Planner	City of Oakland
50	CW	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans
51	Central	Karl	Zabel	Operations and Development Supervisor	Hayward Area Recreation and Park District (HARD)
Alt	South	Farooq	Azim	Principal Civil Engineer	City of Union City
Alt	South	Carmela	Campbell	Planning Manager	City of Union City
Alt	East	Gary	Huisingh	Director of Public Works	City of Dublin
Alt	CW	Nathan	Landau		AC Transit



# Alameda County Transportation Commission

## Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
Alt	North	Cory	LaVigne	Director of Service Development and Planning	AC Transit
Alt	Central	Larry	Lepore	Park Superintendent	Hayward Area Recreation and Park District (HARD)
Alt	North	Kate	Miller	Capital Planning/Grants Manager	AC Transit
Alt	CW	Bob	Rosevear	Associate Transportation Planner	Caltrans