



## Community Advisory Working Group Meeting Agenda

Thursday, March 3, 2011, 2:30 to 5 p.m.  
1333 Broadway, Suite 300, Oakland, CA 94612

**Note:** Agenda Items sent under separate cover will be e-mailed to CAWG members and on the website prior to the meeting.

### Meeting Outcomes:

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since last meeting
- Finalize the Briefing Book
- Discuss committed funding and project policy comments to Metropolitan Transportation Commission (MTC)
- Review and discuss call for projects
- Finalize performance measures and evaluation process
- Discuss and provide input on transportation issues for the CWTP
- Discuss transportation programs
- Receive an update on outreach activities including a polling update
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

2:30 – 2:35 p.m.	<b>1. Welcome and Introductions</b>	
2:35 – 2:40 p.m.	<b>2. Public Comment</b>	
2:40 – 2:45 p.m.	<b>3. Approval of February 3, 2011 Minutes</b>	
	<u>03 CAWG Meeting Minutes 020311.pdf – Page 1</u>	
	<u>03A Summary CAWG Perf Meas Comments 020311.pdf – Page 7</u>	
	<u>03B Summary CAWG Land Use Comments 020311.pdf – Page 13</u>	
	<u>03C Final Vision and Goals.pdf – Page 15</u>	
2:45 – 2:50 p.m.	<b>4. Update on CWTP-TEP Activities Since Last Meeting</b>	
2:50 – 3:00 p.m.	<b>5. Finalize the Briefing Book</b>	
	<u>05 Briefing Book Comments and Responses.pdf</u> (sent under separate cover)	

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| 3:00 – 3:10 p.m. | <b>6. Discussion of Committed Funding and Project Policy Comments to MTC</b><br><i><u>06 Memo AlamedaCTC Comments.pdf</u></i> – (handout at meeting)<br><i><u>06A MTC Committee Fund Policy.pdf</u></i> – <b>Page 17</b>  |  |
| 3:10 – 3:25 p.m. | <b>7. Review and Discussion of Call for Projects</b><br><i><u>07 Memo MTC Call for Projects.pdf</u></i> – <b>Page 35</b><br><i><u>07A AlamedaCTC Approved Call for Projects.pdf</u></i> – <b>Page 49</b><br><i><u>07B Presentation Project Evaluation.pdf</u></i> – <b>Page 57</b><br><i><u>07C CWTP-SCS-RTP Process Flowchart.pdf</u></i> – (handout at meeting)<br><i>The CWTP-SCS-RTP process flowchart includes call for projects and development for land use scenarios.</i>   |  |
| 3:25 – 4:15 p.m. | <b>8. Breakout Session Discussions:</b><br><b>A. Finalize Performance Measures</b><br><i><u>08A Final Proposed Performance Measures.pdf</u></i> – (handout at meeting)<br><i><u>08A1 Response to Comments Perf Measures.pdf</u></i> – <b>Page 61</b><br><b>B. Transportation Issues for the CWTP</b><br><i><u>08B Transportation Issues Overview.pdf</u></i> – (sent under separate cover)<br><i>Transportation issues for the CWTP will include land use, goods movement, and transportation demand management topics.</i><br><b>C. Transportation Programs</b><br><i><u>08C Memo Transportation Programs.pdf</u></i> – <b>Page 73</b> |  |
| 4:15 – 4:35 p.m. | <b>9. Report Back from Breakout Session</b>   |  |
| 4:35 – 4:50 p.m. | <b>10. Update on Outreach Activities including a Polling Update</b><br><i><u>10 Memo Outreach Status Update.pdf</u></i> – <b>Page 77</b><br><i><u>10A Draft Polling Questions.pdf</u></i> – <b>Page 83</b><br><i><u>10B Polling Questions.pdf</u></i> – (sent under separate cover)   |  |
| 4:50 – 4:55 p.m. | <b>11. SCS/RTP: Update on Countywide and Regional Processes</b><br><i><u>11 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u></i> – <b>Page 93</b><br><i><u>11A Summary CW Regional Planning Activities</u></i> – <b>Page 97</b><br><i><u>11B CWTP-TEP-SCS Development Impl Schedule.pdf</u></i> – <b>Page 99</b><br><i><u>11C RTP-SCS Overview and Schedule.pdf</u></i> – <b>Page 103</b>   |  |
| 4:55 - 5:00 p.m. | <b>12. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps</b><br><i><u>12 CWTP-TEP Committee Meetings Schedule.pdf</u></i> – <b>Page 105</b><br><i><u>12A CAWG Roster.pdf</u></i> – <b>Page 109</b><br><i><u>12B Memo Response to Comments.pdf</u></i> – <b>Page 111</b>   |  |

5:00 p.m.

**13. Adjournment**

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

**Next Meeting:**

Date: April 7, 2011

Time: 2:30 to 5 p.m.

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

**Staff Liaisons:**

Tess Lengyel, Manager of Programs and  
Public Affairs  
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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.

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[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**Alameda CTC Community Advisory Working Group Meeting Minutes  
Thursday, February 3, 2011, 2:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

CAWG Members:

<u>P</u> Lindsay Arnold	<u>P</u> JoAnn Lew	<u>A</u> Carmen Rivera-Hendrickson
<u>A</u> Joseph Cruz	<u>A</u> Teresa McGill	<u>P</u> Anthony Rodgers
<u>P</u> Charissa Frank	<u>P</u> Gabrielle Miller	<u>A</u> Raj Salwan
<u>A</u> Arthur Geen	<u>P</u> Betsy Morris	<u>P</u> Diane Shaw
<u>A</u> Chaka-Khan Gordon	<u>P</u> Betty Mulholland	<u>P</u> Sylvia Stadmirer
<u>P</u> Earl Hamlin	<u>P</u> Eileen Ng	<u>P</u> Midori Tabata
<u>P</u> Unique Holland	<u>P</u> Carli Paine (Joel Ramos attended)	<u>P</u> Pam Willow
<u>P</u> Lindsay Imai Hong	<u>P</u> James Paxson	
<u>P</u> Roop Jindal	<u>P</u> Patrisha Piras	
<u>A</u> David Kakishiba		

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Ryan Greene-Roesel, Cambridge Systematics
<u>P</u> Beth Walukas, Manager of Planning	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Joan Chaplick, MIG	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
<u>P</u> Stephen Decker, Cambridge Systematics	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Bonnie Nelson, Nelson\Nygaard	

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**1. Welcome and Introductions**

Tess Lengyel called the Community Advisory Working Group meeting to order at 2:40 p.m.

**Guests Present:** Dave Campbell, East Bay Bicycle Coalition; and Barry Ferrier, Alameda CTC Citizens Advisory Committee (CAC), Joel Ramos, TransForm, attended the meeting.

**2. Public Comments**

There were no public comments.

**3. Review of January 6, 2011 Meeting Minutes**

CAWG members reviewed the meeting minutes from the January 6, 2011 meeting and approved them as written.

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

Tess Lengyel gave an update on the CWTP-TEP activities since the last meeting. She mentioned that the Briefing Book comments were due by January 28, and CAWG members provided many comments. Tess stated that the Steering Committee approved the CWTP-TEP vision and goals. She informed the group that the Steering Committee reviewed the

outreach approach and made modifications. Tess mentioned that the workshop dates published before January 27 are changing, and Alameda CTC will notify the community advisory groups of the new dates and will post the dates online. She stated that the Steering Committee decided on January 27, 2011 that committee members, consultants, and staff are eligible trainers for the Outreach Toolkit.

Tess informed the group of several other activities: The Outreach Toolkit Training is occurring and a welcome guide, questionnaire, and outreach presentation are available online; she added that all cities within Alameda County are giving presentations to their city councils to inform them of the process around the Sustainable Communities Strategy (SCS) and the Regional Transportation Plan; Supervisor Haggerty held a forum in Pleasanton with the elected officials from the Tri-City and Tri-Valley regions to inform them of the SCS; The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Government updated their websites with information regarding the draft call for projects, performance assessment, a preliminary committed funds and projects policy, and draft financial assumptions.

## **5. Outreach Status Update**

Joan Chaplick gave an update on the outreach approach for the Countywide Transportation Plan and the Transportation Expenditure Plan. She mentioned that the Steering Committee reviewed the approach on January 27 and suggested doing the Outreach Workshops on weekdays and evenings to best accommodate people who are working. Joan said that the Toolkit will be modified to represent the changes the Steering Committee suggested. She stated that an Outreach Toolkit Training was held today, February 3, and the next training is scheduled for Thursday, February 10 from 12 to 1 p.m. Joan asked the group to provide input on the draft stakeholders list in the packet. She also mentioned that the draft stakeholders list was drafted on January 20, and a more inclusive list is now on the website. Joan told the committee to send Paul Rosenbloom an e-mail to include additional stakeholders on the list.

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

- Who will visit the stakeholders? Committee members, staff and consultants. Joan stated that the stakeholders list illustrates organized community groups in Alameda County. Not all will be visited. However, efforts will be made to reach a cross-section of people with differing transportation needs in Alameda County. For example, once analysis is complete, and if we do not have input from South County seniors, MIG will contact senior centers in that area.
- Is it possible to list the cities where the organizations are located? Staff stated that Alameda CTC will make that information available.
- Regarding Title VI, how will the county ensure that the projects submitted are equitable for diversity? Staff stated that Title VI applies to both outreach and the actual plans. In the outreach area, the CWTP-TEP team will look at the Title VI requirements. Will Alameda CTC ensure Title VI for projects and programs? Staff said that the CWTP-TEP team will look at both projects and programs. Bonnie

Nelson stated that the CWTP-TEP team is not reviewing each project for Title VI, but for the totality of the CWTP.

- Is there a list that shows poorly served isolated areas? Staff stated that MTC has a list. Members stated that the MTC list is based on ethnic minorities or areas with low income and transportation gaps. The data was captured from the 2000 U.S. Census.
- Will surveys be provided in different languages? Yes, upon request.
- Can people fill out questionnaires on the website? Yes.

## **6. Finalizing Briefing Book**

Bonnie discussed the Briefing Book comments received from CAWG, TAWG, Steering Committee, and the community advisory committees. She mentioned that approximately 130 comments were received, and 80 percent of the comments would be included in the updated Briefing Book, whereas 20 percent of the comments will be addressed as the CWTP-TEP are developed (such as how we are addressing land use). Some people requested more detail, and Bonnie stated that white papers will provide the details on specific topic areas and these will come to the committee in March.

Tess reviewed the common transportation themes from CAWG and the December Commission Retreat, which are both included in the packet.

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

- The Commission theme that refers to technologies should be prefaced with innovative technologies.
- A member mentioned that some people may not want a High Occupancy Vehicle/High Occupancy Toll network; staff must remember that even though many people mentioned many things, it does not mean consensus from the group.
- A member wants to continue to raise the issue of affordability of housing because new transportation investments can drive up housing rates.

Staff noted that all Briefing Book comments will be included in updates on the website.

## **7. Overview of Performance Measures and Land Use Process**

Ryan Greene-Roesel gave a presentation on performance measures for evaluating CWTP-TEP scenarios. She introduced the group to the measures and put them in context of the transportation plan goals. Ryan said that the suggested performance measures are based on many different sources. Ryan reviewed the performance measures proposal.

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

- For the multimodal goal, will it be a percentage of each household? Yes. Will you have a number for schools or households? Staff responded that we will need to think about that.
- For the Vehicle Hours of Delay (VHD), is it measured from the start point to the end point? The source of reliability for VHD is everything in between the start and end points.

- For goal number 2, accessible, affordable, and equitable for people of all ages, incomes, abilities, and geographies, should each item in goal 2 be evaluated independently? Ryan stated if each measure is a separate concept and if one measure can perform the goal, it will be inclusive. The member suggested that goal 2 warrants separation because of the word “equitable,” and should have its own category.
- The goal “safe” should also include personal safety.
- What is included in goal 6, cost effectiveness? What benefits are being looked at? Ryan stated that the benefits and costs methodology is another discussion. A table in the memo has the initial ideas for items to use in the benefits and cost methodology.

#### **8. Breakout Session: Discussion on Performance Measures and Process and Land Use Process**

The CAWG members separated into three groups to give input on performance measures and land use processes.

#### **9. Report Back from Breakout Session**

At the end of the breakout session, each group gave a summary of the information covered in its individual group to the full CAWG group. Summaries of common themes of members’ input on performance measures and land use processes are attached. See attachments 03A and 03B.

#### **10. Update on Countywide and Regional Processes**

Beth reviewed MTC’s preliminary draft policy of committed funding and projects and draft guidance for the call for projects memos. She mentioned that MTC is taking comments now on committed projects. MTC will publish a draft policy in March 2011, and will publish the final in April 2011. Beth mentioned that the agenda packet includes key dates highlighted on page 92. She informed CAWG members to feel free to submit comments via e-mail.

#### **11. Steering Committee, CAWG, and TAWG Update**

Staff informed the group that another meeting is being held in April for all three CWTP-TEP committees. TAWG is now meeting from 1:30 to 4:30 p.m. on the second Thursday of the month, and the Alameda County Planning Directors are now part of the TAWG.

Staff mentioned that the Steering Committee approved the vision and goals with an amendment at the January 27 meeting. The final vision and goals will be e-mailed to the CWTP-TEP advisory committees.

Also, the Alameda CTC has hired a consultant firm to do polling. The firm will develop the first polling questions, which will be submitted directly to the Steering Committee at its February 24 meeting. Staff will also e-mail the polling questions to CAWG and TAWG at the same time for comments. The deadline to receive feedback on the polling questions is by noon on February 23.



Staff informed the group that the second Outreach Toolkit Training will take place just before the TAWG meeting on Thursday, February 10.

**12. Adjournment.**

The meeting adjourned at 5 p.m.

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## **CAWG Themes Summary on Performance Measures**

**February 3, 2011**

The following summarizes common themes across three discussion groups held at the February 3<sup>rd</sup>, 2011 meeting of the Community Advisory Working Group for the Alameda Countywide Transportation Plan/Transportation Expenditure Plan (CWTP-TEP). Comments by group are attached. The groups discussed the proposed performance measures to evaluate system-wide impacts of CWTP investment scenarios and the following common themes were identified.

**1. It is important to provide measures in the Plans that address social equity impacts.**

- a. Accessible, affordable, and equitable are separate concepts and they should be broken out.
- b. Consider additional analysis of proposed metrics to show equity impacts. For example, break out travel time, delay, or accessibility metrics by income group.

**2. Performance measures should address access issues from a number of perspectives including affordability and geography.**

- a. In defining the accessibility metric, consider access to:
  - Jobs
  - Senior centers, hospitals
  - Frequent transit service/ routes (operating at least every 20 minutes)
  - Trails and other facilities dedicated to walking and bicycling meant not only for recreational but also for commuting purposes
- b. Consider the affordability component of access – e.g. number of households with access to job centers within a certain travel distance and affordable transit fares.
- c. Look at access issues for sub-areas of the county.

**3. The performance measures need to capture more detail on safety.**

- a. Consider presenting bicycle and pedestrian collisions separate from other collisions.
- b. Consider how to include measures of personal security (e.g. on transit and at bus stops) in addition to safety.

**4. More direct measures of multi-modality need to be considered.**

- a. Consider including bicycle, pedestrian, transit mode share under “multi-modal” goal.

**5. Identify measures that will capture impacts on goods movement or add measures to address goods movement.**

**6. Other suggestions:**

- a. Additional measures to consider: open space preservation; transit reliability; transit wait time; percent of transit operating shortfall filled.
- b. Note that transit ridership / revenue hours of service metric should be accompanied by increasing transit ridership. Otherwise the metric could improve if service cuts are made.

Several suggestions were made relating to incorporating considerations in project-level analysis, such as considering additional cost-effectiveness measures, whether the project fills a gap; or whether the project leverages private funding sources. These comments will be taken into consideration as the project-level evaluation methodology is developed.

**Group A****Performance Measures**

1. What do we mean by equity (e.g., geographic, economic, social)?
  - Gaps between groups should be reduced so that lower income quartiles get more/better benefit than upper.
  - Bring everyone toward some basic standard before providing new services. Consider existing conditions.
  - We ignore social equity at our peril. It needs to be addressed early and head on in order to pass the Transportation Expenditure Plan.
  - For the Plans, we need to identify where there has been value provided. Identify where we have not done a good job at discussing equity and respond to that
2. What is the performance measure getting at to increase biking & walking?
  - low income people could have long trips now for which they have no other alternative that are washed out by many new shorter trips created by land use changes
3. For number 7 delete “age and” from “age and condition of multi-use pathways. A pathway can be old and well-maintained.
4. To number 2 or 9 add “share of households within biking and walking distance of trail or other dedicated facilities.”
5. Breakout accessible, affordable and equitable as separate performance measures as they are separate concepts.
6. Number 5 – What is average per trip travel time getting at?
7. Number 8: Safety – note – pedestrian and bicycle injuries and fatalities are often under reported.
8. Is number 8 a reliable measure? Can we do a better job of estimating collisions that are under reported?
  - Add security as in lighting and safe and secure pathways are important to be included
  - If you can’t include security at least document it as missing
9. Number 3 – What does “local decision making” mean? In general, reword to:
  - Include the concept of place making. We need to go beyond transit accessibility and measure the whole concept. If it has to be quantified, you could try things like: reduce need for vehicle, reduce need for parking).
  - Apply LEED and ND to measure the integration of land use.

- Encourage connectivity and access
- Think about accessibility for seniors (as in aging in place measures). Note that there was caution expressed about putting seniors in a separate class unnecessarily.
- Don't reward bad land use practices, provide incentives to encourage good ones.

10. Consider measures that protect open space.

## **Group B**

1. Multi modal - Accessible affordable equitable –
  - Break these out separately to not to lose the importance of each one
    - Equity – potentially incorporate throughout all other goals (i.e. how do the lowest income fair as compared to highest income)
    - Accessible – potential share of households within x minutes of transit + add cost factor for that trip
      - look at share of low medium + high income levels
    - Evaluate looking at transit trip as a reliable trip (look at on-time performance of transit lines)
2. Integrated – look at using MTC's measures for this
  - Restate increase in transit ridership + revenue hours of service
3. Connected/Connecting + Rehabilitation
  - Capture wait time: show for transit (rail + bus) and vehicle
  - Look at per capita increase in transit use
4. Cost Effective (developing methodology)
  - use system-wide cost effective measures
  - cost/rider and cost/new rider
5. Maintenance – percent of operating shortfalls of transit budgets filled
  - How do we measure transition to clean vehicles
6. Safe
  - Try to breakout by bike + pedestrian
  - How do we deal with personal safety?
7. Clean + healthy
  - High density has more volume of movement + associated emissions (noise, GHG. etc.)

8. Tie all to race + income

### **Group C**

- Access issues need to be geographically specific (not just countywide averages)
- Reliability for transit is key
- Accessibility for jobs is key
- Percent trips taken by non-SOV modes (transit, walking, biking)
- Need a complete street measure → does this project provide benefit to all non-auto modes?
- Impacts (positive or negative) on communities of concern
- Projects that generate revenue to help pay for themselves or provide leverage (public-private partnership)
- Does the project fill a gap?
- Percent of population within walking distance to a transit route/stop operating at least every 20 minutes until at least 10 p.m.
- Accessibility to key community jobs + destinations like senior centers, hospitals, etc.
- Need a Goods Movement measure

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**CAWG Themes Summary on Land Use Process****February 3, 2011**

The following summarizes common themes across three discussion groups held at the February 3<sup>rd</sup>, 2011 meeting of the Community Advisory Working Group for the Alameda Countywide Transportation Plan/Transportation Expenditure Plan (CWTP-TEP). The groups discussed the relationship of the CWTP to the SCS and ways to accommodate Alameda County's share of the population growth and what transportation infrastructure/policies are needed to support land use in priority development areas. The following common themes were identified.

- 1. Connecting places within and across modes and in designing communities is key to meeting the goals in the Countywide Transportation Plan and developing livable communities.**
  - a. Include non-motorized and intermodal connectivity.
  - b. In developing connections, consider starting with providing shuttles and buses or preserving right of way and building toward dedicated lanes for buses and perhaps even light rail systems as needed to accommodate growth.
  - c. Design communities with multiple travel path choices and multiple land uses (complete communities) to create more fine grained, human scale developments. Apply LEED and ND principles.
- 2. Use underused space more effectively.**
  - a. Convert shopping malls, business parks, and big box developments into multi-use communities.
  - b. Develop parking lots and other underused land uses into transit hubs.
- 3. Provide balanced and equitable land uses and transportation across the county without displacing people.**
  - a. Transit investments can drive up land values and result in displacement.
  - b. Active zoning and land use policies can keep out affordable housing.

### **Group A**

- Use underused space more attractively (eg., malls, business parks, big box developments). Turn parking and other land uses into housing & transit (eg., Eastmont Mall → transit hub).
- Use transit options to connect isolated areas. Could add shuttle and transit options, such as bus lines, to connect high density development to commercial. Start with shuttles and buses and preserving right-of-way or providing signal coordination and build up to dedicated lanes and light rail.
- Watch for displacement – Provide more balanced and equitable land uses and transportation across the county. Our planning should recognize areas where:
  1. Transit investments can drive up land values and result in displacement
  2. Active zoning and land use policies can keep out affordable housing
- Work for a common vision. One size doesn't fit all.
- Encourage grids, not cul de sacs (eg., LEED – more points for greater connectivity)
- Include non- motorized and intermodal connectivity (eg., within and across modes)
- When designing communities, create multiple intersections of travel paths so you end up with a more fine grained and human scale development to create a true sense of community. Create a higher number of intersections per square mile.

**Group B:** Did not report on this item.

### **Group C**

- PDAs need to focus on multiple-uses. Don't isolate people in places where they can't meet their needs.
- PDAs should have regional transit lines for those who commute.

## Alameda County Transportation Commission

### Countywide Transportation Plan and Transportation Expenditure Plan Development Process

#### REVISED VISION AND GOALS

Approved January 27, 2011, by the Alameda CTC CWTP-TEP Steering Committee

#### FINAL REVISED Vision Statement

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

#### Goals:

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

Our transportation system will be:

- **Multimodal**
- **Accessible , Affordable and Equitable** for people of all ages, incomes, abilities and geographies
- **Integrated** with land use patterns and local decision making
- **Connected** across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.
- **Reliable and Efficient**
- **Cost Effective**
- **Well Maintained**
- **Safe**
- **Supportive of a Healthy and Clean Environment**

MTC's VISION STATEMENT (for reference):

**MTC Vision -Transportation 2035**

MTC's vision is based upon Three Es Principles of Sustainability: Economy, Environment, Equity

A prosperous and globally competitive **Economy**; a healthy and safe **Environment**; and **Equitable** opportunities for all Bay Area residents to share in well-maintained, efficient and connected regional transportation system.

Goals:

- Maintenance and Safety
- Reliability
- Efficient Freight Travel
- Security and Emergency Management
- Clean Air
- Climate Protection
- Equitable Access
- Livable Communities



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Partnership Board

DATE: February 16, 2011

FR: Ashley Nguyen

W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy

### **Purpose & Background**

For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

### **Preliminary Proposal**

MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

## Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus “opening up” more funds for discretionary action.

**Table 1: Comparison of Prior Commitment Criteria  
Transportation 2035 Plan versus Proposed RTP/SCS**

<b>T2035 Criteria</b>	<b>Proposed Criteria for RTP/SCS</b>
<b>Committed Funding Sources</b>	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See <b>Attachment A</b> , Table 3 for a list of committed and discretionary fund sources
<b>Committed Projects</b>	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011 Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
<i>Resolution 3434</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011
<i>Ongoing regional operations programs are committed</i>	A regional program has an existing executed contract through the contract period only

### 1. Definition of “Committed” vs. “Discretionary” Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as “discretionary” funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

### Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., as indicated by utility relocation or subsequent construction activities, or vehicle award) in order to be designated as committed. Staff proposes to make an exception for Proposition 1B CMIA and TCIF projects as these projects underwent a performance assessment at the regional and state level prior to selection. Further, the funding tied to these projects are primarily committed, roughly 90%, so no funding could be redirected to other regional priorities. These projects have to be constructed by December 31, 2012. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

### 2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission’s guidance in the approved *2010 Regional Transportation Plan Guidelines*.

### Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

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**Attachment A**  
**Draft Committed Policy for the**  
**Regional Transportation Plan/Sustainable Communities Strategy**

**1. Prior Commitment Criteria – Project**

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
1. Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
  2. Resolution 3434 Program – Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011.
  3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

**Table 1: Resolution 3434 Program**

<b>Committed</b>	<b>Not Committed</b>
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marín Rail Corridor
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
Sonoma Marin Rail Initial Operating Segment	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART



**Table 2a: Ongoing Regional Operations Program**

<b>Committed Project</b>	<b>Uncommitted Project</b>
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment

**Table 2b: Regional Programs**

<b>Committed Programs – 1<sup>st</sup> and 2<sup>nd</sup> Cycle of New Act Funding through FY 2015</b>
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

## **2. Prior Commitment – Funding Sources**

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
  1. Locally generated and locally subvented funds stipulated by statute
  2. Fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency

**Table 3: Committed versus Discretionary Funds**

<b>Committed Funds</b>	<b>Discretionary Funds</b>
<b>Federal</b>	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
<b>State</b>	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
<b>Regional</b>	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
<b>Local</b>	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
<b>Anticipated Funds</b>	
	Anticipated Funds

### **3. Projects Exempt from Senate Bill 375**

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
21002	Bay Area Region/Multi-County	Implement Freeway Service Patrol, Call Box, and Incident Management Programs (includes incident detection equipment and incident management systems)	\$ 219.9	\$ -	\$ 219.9	
21005	Bay Area Region/Multi-County	Fund and implement TransLink®	\$ 408.0	\$ -	\$ 408.0	
21006	Bay Area Region/Multi-County	Fund and implement Regional Transportation Marketing program	\$ 27.5	\$ -	\$ 27.5	
21008	Bay Area Region/Multi-County	Fund and implement 511 Traveler Information	\$ 453.7	\$ -	\$ 453.7	
21013	Bay Area Region/Multi-County	Rehabilitate state-owned toll bridges in the Bay Area	\$ 309.5	\$ 309.5	\$ -	
21015	Bay Area Region/Multi-County	Fund Toll Bridge Seismic Retrofit Program	\$ 8,685.0	\$ 8,685.0	\$ -	
21320	Bay Area Region/Multi-County	Construct Golden Gate Bridge moveable median barrier	\$ 26.9	\$ 26.9	\$ -	
21342	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including the construction of the new Transbay Transit Center Building and rail foundation (Phase 1)	\$ 1,589.0	\$ 1,589.0	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for Phases 2a and 2b, see Bay Area Region/Multi-County projects #22008 and #230290
21618	Bay Area Region/Multi-County	Implement commuter rail service on the Dumbarton Bridge (environmental, design and right-of-way phases)	\$ 301.0	\$ 301.0	\$ -	Resolution 3434 Regional Transit Expansion Program; shortfall remains for construction phase
21619	Bay Area Region/Multi-County	Expand Caltrain Express service: design and implement safety elements related to signal communication and positive train control (Phase 2a)	\$ 69.0	\$ 69.0	\$ -	Resolution 3434 Regional Transit Expansion Program; Phase 1 completed in 2004; shortfall remains for Phase 2b implement system-wide level boarding program and terminal improvements
21627	Bay Area Region/Multi-County	Electrify Caltrain from Tamien to San Francisco (includes installation of power substations and other infrastructure)	\$ 626.0	\$ 464.0	\$ 162.0	Resolution 3434 Regional Transit Expansion Program
22001	Bay Area Region/Multi-County	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$ 1,058.0	\$ 1,058.0	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22003	Bay Area Region/Multi-County	Capitol Corridor: Phase 2 enhancements (includes grade separations at High Street, Davis Street and Hesperian Street)	\$ 88.7	\$ 88.7	\$ -	Resolution 3434 Regional Transit Expansion Program
22006	Bay Area Region/Multi-County	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	\$ 192.8	\$ 192.8	\$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and Proposition 1B project
22008	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including preliminary engineering; environmental; planning, specifications, and estimate (PS&E); and right-of-way phases of downtown extension (Phase 2a)	\$ 292.3	\$ 292.3	\$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project; for Phases 1 and 2b, see Bay Area Region/Multi-County projects #21342 and #230290
22009	Bay Area Region/Multi-County	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 108.0	\$ 108.0	\$ -	Resolution 3434 Regional Transit Expansion Program
22240	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements and rolling stock)	\$ 22.0	\$ 22.0	\$ -	Regional Measure 2 Toll Bridge Program
22241	Bay Area Region/Multi-County	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	\$ 6.7	\$ 6.7	\$ -	Regional Measure 2 Toll Bridge Program
22243	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$ 31.1	\$ 31.1	\$ -	Regional Measure 2 Toll Bridge Program
22244	Bay Area Region/Multi-County	Fund City CarShare	\$ 4.6	\$ 4.6	\$ -	Regional Measure 2 Toll Bridge Program
22245	Bay Area Region/Multi-County	Fund Safe Routes to Transit	\$ 22.5	\$ 22.5	\$ -	Regional Measure 2 Toll Bridge Program
22520	Bay Area Region/Multi-County	Implement BART earthquake safety program	\$ 714.4	\$ 714.4	\$ -	Excludes Phase 1 of transbay tube earthquake safety project which is a separate project, Bay Area Region/Multi-County project #22636
22636	Bay Area Region/Multi-County	Implement BART transbay tube earthquake safety improvements (Phase 1)	\$ 592.6	\$ 592.6	\$ -	Regional Measure 2 Toll Bridge Program

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22991	Bay Area Region/Multi-County	Widen I-680 southbound in Santa Clara and Alameda counties from Route 237 to Route 84 including an express lane, ramp metering, auxiliary lanes and pavement rehabilitations	\$ 230.9	\$ 230.9	\$ -	2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
94152	Bay Area Region/Multi-County	Widen Route 12 (Jamieson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 145.7	\$ 145.7	\$ -	For Phase 2, see Napa project #230599
94527	Bay Area Region/Multi-County	Livermore Amador Valley Transit Authority (LAVTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 783.4	\$ 712.2	\$ -	
94541	Bay Area Region/Multi-County	Reconstruct existing Benicia-Martinez Bridge for southbound traffic	\$ 1,272.5	\$ 1,272.5	\$ -	Regional Measure 1 & 2 Toll Bridge Program
94558	Bay Area Region/Multi-County	Central Contra Costa Transit Authority (CCCTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,396.8	\$ 1,396.8	\$ -	
94683	Bay Area Region/Multi-County	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,560.0	\$ 1,207.6	\$ -	Shortfall remains
98102	Bay Area Region/Multi-County	Reconstruct the South Access to the Golden Gate Bridge: Doyle Drive (environmental study)	\$ 25.6	\$ 25.6	\$ -	2003 Proposition K sales tax project; for design and construction phases, see Bay Area Region/Multi-County project #94089
230221	Bay Area Region/Multi-County	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 187.8	\$ 187.8	\$ -	
230222	Bay Area Region/Multi-County	Implement San Pablo Avenue SMART Corridors operations and management	\$ 37.6	\$ 37.6	\$ -	
230290	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including construction phase (Phase 2b)	\$ 2,047.0	\$ 656.7	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for phases 1 and 2a, see Bay Area Region/Multi-County projects #21342 and #22008; shortfall remains
230336	Bay Area Region/Multi-County	Implement recommendations from MTC's Transit Connectivity Plan	\$ 32.8	\$ -	\$ 32.8	
230649	Bay Area Region/Multi-County	High-Speed Rail: fund supporting infrastructure for ACE, BART, Caltrain, MUNI and VTA	\$ 408.0	\$ 408.0	\$ -	
230710	Bay Area Region/Multi-County	Funding reserve to implement High-Speed Rail and related corridor improvements	\$ 1,730.0	\$ 1,730.0	\$ -	
230712	Bay Area Region/Multi-County	Install suicide barrier on Golden Gate Bridge	\$ 50.0	\$ 50.0	\$ -	Shortfall remains
21093	Alameda	Upgrade Route 92/Clawiter Road interchange, add ramps and overcrossing for Whitesell Street extension, and signalize ramp intersections	\$ 58.3	\$ 58.3	\$ -	2000 Measure B sales tax project; coordinates with Alameda County project #22106
21101	Alameda	Reconstruct Stargell Avenue from Webster Street to 5th Avenue	\$ 19.0	\$ 19.0	\$ -	
21105	Alameda	Construct interchange at the extension of Isabel Avenue (Route 84) to I-580	\$ 155.9	\$ 155.9	\$ -	Funding includes 2000 Measure B sales tax and Proposition 1B Corridor Mobility Improvement Account
21114	Alameda	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	\$ 108.6	\$ 108.6	\$ -	Regional Measure 2 Toll Bridge Program
21116	Alameda	Widen I-580 from Foothill Road to Greenville Road in both directions for HOV lanes (includes auxiliary lanes)	\$ 299.3	\$ 299.3	\$ -	Regional Measure 2 Toll Bridge Program; coordinates with Bay Area Region/Multi-County project #22765
21125	Alameda	Extend HOV lane westbound on Route 84 between Newark Avenue undercrossing and west of the I-880 interchange	\$ 11.4	\$ 11.4	\$ -	Regional Measure 2 Toll Bridge Program
21126	Alameda	Construct westbound Route 84 HOV on-ramp at Newark Boulevard	\$ 12.5	\$ 12.5	\$ -	Regional Measure 2 Toll Bridge Program
21131	Alameda	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	\$ 459.0	\$ 459.0	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
21132	Alameda	Extend BART from Fremont to Warm Springs	\$ 890.0	\$ 746.0	\$ 144.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Bridge Program
21133	Alameda	Construct new West Dublin/Pleasanton BART station along the I-580 median	\$ 80.0	\$ 80.0	\$ -	
21151	Alameda	Construct a new satellite operations and maintenance facility for operations, dispatch, maintenance, fueling, bus wash and parking for LAVTA fixed route services	\$ 7.8	\$ 7.8	\$ -	Funding for subsequent project phases is being pursued
21455	Alameda	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	\$ 122.6	\$ 122.6	\$ -	2000 Measure B sales tax project
21456	Alameda	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	\$ 5.5	\$ 5.5	\$ -	2000 Measure B sales tax project
21460	Alameda	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin/Pleasanton BART station and Dougherty Road; construct bus lane on Dougherty Road	\$ 11.4	\$ 11.4	\$ -	2000 Measure B sales tax project
21464	Alameda	Provide paratransit service for AC Transit, BART and non-mandated city programs to coordinate and close paratransit service gaps	\$ 154.6	\$ 154.6	\$ -	2000 Measure B sales tax project
21465	Alameda	Enhance transit throughout the county using transit center development funds	\$ 4.8	\$ 4.8	\$ -	2000 Measure B sales tax project
21466	Alameda	Improve Washington Avenue/Beatrice Street interchange at I-880 through reconstruction and widening of on/off ramps	\$ 2.5	\$ 2.5	\$ -	2000 Measure B sales tax project
21472	Alameda	Improve I-680/Bernal Avenue interchange	\$ 17.0	\$ 17.0	\$ -	
21473	Alameda	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	\$ 11.1	\$ 11.1	\$ -	
21482	Alameda	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas	\$ 8.9	\$ 8.9	\$ -	
21484	Alameda	Widen Kato Road from Warren Avenue to Milmont Drive and include bicycle lanes	\$ 5.4	\$ 5.4	\$ -	
21489	Alameda	Improve I-580/San Ramon Road/Foothill Road interchange	\$ 2.1	\$ 2.1	\$ -	
22002	Alameda	Extend I-880 northbound HOV lane from Maritime Street to the Bay Bridge toll plaza	\$ 19.0	\$ 19.0	\$ -	Regional Measure 2 Toll Bridge Program
22007	Alameda	Implement bicycle and pedestrian projects/programs in Alameda County	\$ 305.5	\$ 305.5	\$ -	Partially funded by 2000 Measure B sales tax
22013	Alameda	Construct I-580 eastbound truck climbing lane at the Altamont Summit	\$ 64.2	\$ 64.2	\$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) and State Highway Operations and Protection Program (SHOPP) project
22056	Alameda	Improve Ashby BART station to support Ed Roberts Campus and future transit-oriented development	\$ 43.5	\$ 43.5	\$ -	
22062	Alameda	Construct infrastructure to support future Irvington BART station	\$ 2.6	\$ 2.6	\$ -	
22063	Alameda	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	\$ 116.0	\$ 116.0	\$ -	
22082	Alameda	Correct grade separation at 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards and improve connecting roadways through former Oakland Army Base	\$ 427.0	\$ 427.0	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22087	Alameda	Reconstruct I-880/Oak Street on-ramp	\$ 26.7	\$ 26.7	\$ -	
22089	Alameda	Improve Martinez Subdivision for freight and passenger rail	\$ 100.0	\$ 100.0	\$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22100	Alameda	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	\$ 24.4	\$ 24.4	\$ -	Coordinates with Alameda County project #22670
22106	Alameda	Construct street extensions in Hayward near Clawiter and Whitesell streets	\$ 26.9	\$ 26.9	\$ -	2000 Measure B sales tax project; coordinates with Alameda County project #21093

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22455	Alameda	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	\$ 250.0	\$ 176.0	\$ 74.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22509	Alameda	Provide ferry service between Alameda/Oakland and San Francisco and between Harbor Bay and San Francisco	\$ 21.5	\$ 12.0	\$ 9.5	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22511	Alameda	Provide ferry service between Berkeley/Albany and San Francisco	\$ 56.6	\$ 56.6	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22670	Alameda	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	\$ 119.4	\$ 119.4	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; coordinates with Alameda County project #22100
22760	Alameda	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and administrative/operations and maintenance buildings)	\$ 220.0	\$ 220.0	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22770	Alameda	Install traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue in Piedmont	\$ 0.3	\$ 0.3	\$ -	
22777	Alameda	Reconstruct on/off-ramps on I-580 in Castro Valley	\$ 34.9	\$ 34.9	\$ -	2000 Measure B sales tax project
22779	Alameda	Reconstruct Route 262/I-880 interchange and widen I-880, including grade separation at Warren Avenue and the Union Pacific Railroad (Phase 2)	\$ 56.0	\$ 56.0	\$ -	For Phase 1, see Alameda County project #94030
22780	Alameda	Implement Bus Rapid Transit on the Grand-MacArthur corridor	\$ 41.0	\$ 11.0	\$ 30.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
94012	Alameda	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)	\$ 40.0	\$ 40.0	\$ -	
94030	Alameda	Reconstruct I-880/Route 262 interchange and widen I-880 from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) from Route 262 (Mission Boulevard) to the Santa Clara County line (Phase 1)	\$ 186.8	\$ 186.8	\$ -	For Phase 2, see Alameda County project #22779
94514	Alameda	Reconstruct I-880/Route 92 interchange with direct connectors	\$ 245.0	\$ 245.0	\$ -	Regional Measure 1 Toll Bridge Program
98139	Alameda	Acquire right-of-way for ACE rail service between Stockton and Niles Junction, complete track improvements between San Joaquin County and Alameda County, and expand Alameda County station platforms	\$ 150.0	\$ 75.0	\$ 75.0	Resolution 3434 Regional Transit Expansion Program
230052	Alameda	Construct auxiliary lanes on I-880 near Winton in Hayward	\$ 36.5	\$ 36.5	\$ -	
230054	Alameda	Construct auxiliary lanes on I-880 at Industrial Parkway	\$ 21.9	\$ 21.9	\$ -	
230057	Alameda	Reconstruct I-880/Industrial Parkway interchange, including construction of new northbound I-880 on-ramp and modifications to southbound on-ramp to include an HOV lane (Phase 2)	\$ 29.2	\$ 29.2	\$ -	For Phase 1, see Alameda County project #230053
230066	Alameda	Improve I-880/Marina Boulevard interchange (includes on- and off-ramp improvements, overcrossing modification, and street improvements)	\$ 36.1	\$ 36.1	\$ -	
230083	Alameda	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit	\$ 123.5	\$ 123.5	\$ -	Resolution 3434 Regional Transit Expansion Program
230088	Alameda	Extend existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger Road	\$ 167.5	\$ 167.5	\$ -	
230091	Alameda	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors	\$ 33.5	\$ 33.5	\$ -	
230094	Alameda	Construct soundwalls in central Alameda County	\$ 10.3	\$ 10.3	\$ -	
230156	Alameda	Extend West Jack London Boulevard from west of Isabel/Route 84 to El Charro Road	\$ 18.7	\$ 18.7	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230157	Alameda	Construct a two-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	\$ 7.3	\$ 7.3	\$ -	
230160	Alameda	Tri-Valley Transit Access: implement enhanced rapid bus service in Livermore, Dublin and Pleasanton (includes higher frequencies, new stops and improved stop amenities)	\$ 14.1	\$ 14.1	\$ -	Resolution 3434 Regional Transit Expansion Program
230630	Alameda	Tri-Valley Transit Access: construct westbound off-ramp to connect I-580 to Dublin/Pleasanton BART station, or make other transit access improvements at the BART station	\$ 30.0	\$ 30.0	\$ -	Resolution 3434 Regional Transit Expansion Program
21206	Contra Costa	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	\$ 445.9	\$ 445.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; 2004 Measure J sales tax project
21207	Contra Costa	Construct Martinez Intermodal Station, including site acquisition, demolition and construction of 200 interim parking spaces (Phase 3 initial segment)	\$ 12.0	\$ 12.0	\$ -	2004 Measure J sales tax project; for additional elements of Phase 3, see Contra Costa County project #22614
21208	Contra Costa	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	\$ 30.5	\$ 30.5	\$ -	Regional Measure 2 Toll Bridge Program
21209	Contra Costa	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	\$ 13.0	\$ 13.0	\$ -	1988 Measure C sales tax project
21210	Contra Costa	Construct Capitol Corridor train station in Hercules	\$ 39.8	\$ 39.8	\$ -	2000 Traffic Congestion Relief Program (TCRP) and 2004 Measure J sales tax project
21211	Contra Costa	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	\$ 525.0	\$ 525.0	\$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
21214	Contra Costa	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	\$ 15.7	\$ 15.7	\$ -	
21225	Contra Costa	Improve regional and local pedestrian and bicycle system, including construction overcrossings, and expanding sidewalks and facilities	\$ 50.0	\$ 50.0	\$ -	
22122	Contra Costa	Implement ferry service from Richmond to San Francisco	\$ 62.6	\$ 16.4	\$ 46.2	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
22353	Contra Costa	Construct HOV lane on I-680 southbound between North Main Street and Livorna Road	\$ 105.0	\$ 105.0	\$ -	Regional Measure 2 Toll Bridge Program and 2004 Measure J sales tax project
22365	Contra Costa	Improve Martinez Ferry landside facilities	\$ 5.3	\$ 5.3	\$ -	2004 Measure J sales tax project
22402	Contra Costa	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	\$ 168.2	\$ 168.2	\$ -	2004 Measure J sales tax project
22600	Contra Costa	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	\$ 2.2	\$ 2.2	\$ -	
22603	Contra Costa	Construct 6-level, roughly 785-space parking garage at Richmond Intermodal Transfer Station	\$ 34.3	\$ 34.3	\$ -	1988 Measure C sales tax project
22607	Contra Costa	Widen and extend major streets, and improve interchanges in east Contra Costa County	\$ 90.0	\$ 90.0	\$ -	2004 Measure J sales tax project
22609	Contra Costa	Widen and extend major streets, and improve interchanges in central Contra Costa County	\$ 30.0	\$ 30.0	\$ -	2004 Measure J sales tax project
22610	Contra Costa	Widen and extend major streets, and improve interchanges in west Contra Costa County	\$ 30.0	\$ 30.0	\$ -	
22611	Contra Costa	Implement a low-income student bus pass program in West Contra Costa County	\$ 36.9	\$ 36.9	\$ -	2004 Measure J sales tax project
22613	Contra Costa	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)	\$ 30.0	\$ 30.0	\$ -	2004 Measure J sales tax project
22637	Contra Costa	Construct BART crossover at Pleasant Hill BART station	\$ 25.0	\$ 25.0	\$ -	Regional Measure 2 Toll Bridge Program



**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
94045	Contra Costa	Purchase new express buses for I-80 express service to be provided by AC Transit, Vallejo Transit and WestCAT (capital costs)	\$ 17.5	\$ 17.5	\$ -	
94046	Contra Costa	Improve interchanges and parallel arterials to Route 4	\$ 21.5	\$ 21.5	\$ -	
94048	Contra Costa	Improve interchanges and parallel arterials to I-80	\$ 21.5	\$ 21.5	\$ -	
94532	Contra Costa	Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)	\$ 15.9	\$ 15.9	\$ -	1988 Measure C sales tax project
94538	Contra Costa	Implement the Route 4 transportation management system	\$ 1.1	\$ 1.1	\$ -	
98115	Contra Costa	Widen Ygnacio Valley/Kirker Pass roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$ 8.2	\$ 8.2	\$ -	
98126	Contra Costa	Improve interchanges and arterials parallel to I-680 and Route 24	\$ 21.5	\$ 21.5	\$ -	
98132	Contra Costa	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	\$ 4.7	\$ 4.7	\$ -	
98134	Contra Costa	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$ 47.8	\$ 47.8	\$ -	
98142	Contra Costa	Widen Route 4 from 4 lanes to 8 lanes, with HOV lanes, from Loveridge Road to Somersville Road	\$ 170.0	\$ 170.0	\$ -	1988 Measure C sales tax, Regional Measure 2 Toll Bridge Program, and Traffic Congestion Relief Program (TCRP) project
98157	Contra Costa	Enhance AC Transit bus service in San Pablo corridor	\$ 12.9	\$ 12.9	\$ -	
98193	Contra Costa	Extend Panoramic Drive from North Concord BART station to Willow Pass Road	\$ 12.9	\$ 12.9	\$ -	
98194	Contra Costa	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge and connecting Willow Pass Road to Concord Avenue/Route 242 interchange	\$ 7.7	\$ 7.7	\$ -	1988 Measure C sales tax project
98196	Contra Costa	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	\$ 7.3	\$ 7.3	\$ -	
98211	Contra Costa	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	\$ 55.5	\$ 55.5	\$ -	Regional Measure 2 Toll Bridge Program
98999	Contra Costa	Widen Route 4 from Somersville Road to Route 160 and improve interchanges	\$ 530.0	\$ 530.0	\$ -	Proposition 1B Corridor Mobility Improvement Account, Regional Measure 2 Toll Bridge Program, 1988 Measure C sales tax, and 2004 Measure J sales tax project
230127	Contra Costa	Construct new satellite WestCAT maintenance facility (includes land purchase)	\$ 8.2	\$ 8.2	\$ -	
230129	Contra Costa	Expand WestCAT service, including purchase of vehicles	\$ 8.8	\$ 8.8	\$ -	
230188	Contra Costa	Purchase land in Oakley for use as a park-and-ride lot	\$ 1.2	\$ 1.2	\$ -	
230193	Contra Costa	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	\$ 8.1	\$ 8.1	\$ -	
230194	Contra Costa	Implement AC Transit Environmental Sustainability Program	\$ 6.6	\$ 6.6	\$ -	
230195	Contra Costa	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	\$ 4.5	\$ 4.5	\$ -	
230196	Contra Costa	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements	\$ 12.2	\$ 12.2	\$ -	
230202	Contra Costa	Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road	\$ 42.4	\$ 42.4	\$ -	2004 Measure J sales tax project
230203	Contra Costa	Construct Route 4 Bypass interchange at Sand Creek Road	\$ 40.4	\$ 40.4	\$ -	2004 Measure J sales tax project
230205	Contra Costa	Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road	\$ 23.6	\$ 23.6	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230206	Contra Costa	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	\$ 46.1	\$ 46.1	\$ -	2004 Measure J sales tax project
230212	Contra Costa	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	\$ 2.1	\$ 2.1	\$ -	2004 Measure J sales tax project
230225	Contra Costa	Improve and expand arterial streets in central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	\$ 7.7	\$ 7.7	\$ -	
230227	Contra Costa	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	\$ 2.9	\$ 2.9	\$ -	
230233	Contra Costa	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	\$ 35.0	\$ 35.0	\$ -	
230236	Contra Costa	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes	\$ 19.9	\$ 19.9	\$ -	
230238	Contra Costa	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	\$ 16.0	\$ 16.0	\$ -	
230239	Contra Costa	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	\$ 10.6	\$ 10.6	\$ -	
230249	Contra Costa	Construct a 6-lane grade separation undercrossing along the Union Pacific Railroad line at Lone Tree Way	\$ 26.6	\$ 26.6	\$ -	
230250	Contra Costa	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Marsh Creek and Delta Road	\$ 23.5	\$ 23.5	\$ -	
230253	Contra Costa	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)	\$ 10.0	\$ 10.0	\$ -	
230274	Contra Costa	Widen Main Street to 6 lanes from Route 160 to Big Break Road	\$ 12.6	\$ 12.6	\$ -	
230288	Contra Costa	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits	\$ 2.1	\$ 2.1	\$ -	
230293	Contra Costa	Add transit stops, sidewalks, and bicycle and pedestrian amenities on San Pablo Dam Road in El Sobrante	\$ 7.3	\$ 7.3	\$ -	
230320	Contra Costa	Extend the I-680 southbound HOV lane northward from Livorna Road to north of Rudgear Road	\$ 3.1	\$ 3.1	\$ -	2004 Measure J sales tax project
230397	Contra Costa	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including park-and-ride lots, signal prioritization, bus-only lanes and freeway drop ramps	\$ 12.4	\$ 12.4	\$ -	
230401	Contra Costa	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development	\$ 6.8	\$ 6.8	\$ -	
230402	Contra Costa	Install new or upgraded corridor management and traveler information elements along the I-80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 1)	\$ 67.0	\$ 67.0	\$ -	2004 Measure J sales tax project; for Phase 2, see Contra Costa County project #230597
230505	Contra Costa	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village	\$ 16.1	\$ 16.1	\$ -	
230535	Contra Costa	Realign curves along Marsh Creek Road to improve safety and operations	\$ 4.6	\$ 4.6	\$ -	
230538	Contra Costa	Widen Bailey Road lanes and shoulders	\$ 5.7	\$ 5.7	\$ -	
230542	Contra Costa	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	\$ 0.9	\$ 0.9	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230596	Contra Costa	Construct Pacheco Boulevard Transit Hub on Blum Road at the I-680/Route 4 interchange (includes 6 bus bays and a 110-space park-and-ride lot)	\$ 2.7	\$ 2.7	\$ -	1988 Measure C sales tax project
230597	Contra Costa	Install new or upgraded corridor management and real-time traveler information improvements in I-80 corridor between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 2)	\$ 26.5	\$ 26.5	\$ -	2004 Measure J sales tax project; for Phase 1, see Contra Costa County project #230402
230613	Contra Costa	Implement ferry service between Hercules and San Francisco	\$ 59.3	\$ 16.0	\$ 43.3	Resolution 3434 Regional Transit Expansion Program
230631	Contra Costa	Double the existing rail track between Oakley and Port Chicago	\$ 28.1	\$ 28.1	\$ -	
21302	Marin	Implement Marin County's bicycle and pedestrian program	\$ 19.9	\$ 19.9	\$ -	
94563	Marin	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	\$ 189.8	\$ 189.8	\$ -	2002 Traffic Congestion Relief Program (TCRP) project
230095	Marin	Widen Route 1 at Pacific Way to provide a Muir Beach bus stop	\$ 0.2	\$ 0.2	\$ -	
230400	Marin	Improve access to Southern Marin parklands	\$ 22.5	\$ 22.5	\$ -	
230406	Marin	Implement initial set of transportation improvements identified in the Canal Neighborhood Community-Based Transportation Plan	\$ 1.2	\$ 1.2	\$ -	Additional funding is being pursued to fully fund project
230502	Marin	Construct westbound I-580 to northbound U.S. 101 connector	\$ 20.8	\$ 20.8	\$ -	
230516	Marin	Implement Marin County's Safe Routes to Schools program	\$ 43.0	\$ 43.0	\$ -	
230709	Marin	Implement routine maintenance of bicycle and pedestrian Class I facilities	\$ 1.0	\$ 1.0	\$ -	2004 Measure A sales tax project
230711	Marin	Implement parking improvements at Larkspur ferry terminal	\$ 0.5	\$ 0.5	\$ -	
94073	Napa	Construct a flyover connecting southbound Route 221 to southbound routes 12 and 29 (environmental and design phases)	\$ 6.3	\$ 6.3	\$ -	Funding for subsequent project phases is being pursued
94075	Napa	Construct grade separation improvements at Route 12/Route 29 intersection (environmental phase)	\$ 1.5	\$ 1.5	\$ -	Funding for subsequent project phases is being pursued
21510	San Francisco	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	\$ 1,570.0	\$ 1,570.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2003 Proposition K sales tax project
94632	San Francisco	Extend Third Street Light Rail from Fourth and King streets to Bayshore Caltrain Station	\$ 649.0	\$ 649.0	\$ -	2003 Proposition K sales tax and Regional Measure 2 Toll Bridge Program project
230161	San Francisco	Implement a Bus Rapid Transit (BRT) project on Van Ness Avenue (includes dedicated transit lanes, signal priority and pedestrian and urban design upgrades)	\$ 87.6	\$ 87.6	\$ -	Resolution 3434 Regional Transit Expansion Program
230364	San Francisco	Improve water access to San Francisco parks	\$ 4.0	\$ 4.0	\$ -	
230555	San Francisco	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	\$ 183.0	\$ 183.0	\$ -	
21606	San Mateo	Reconstruct U.S. 101/Willow Road interchange	\$ 53.8	\$ 53.8	\$ -	
21608	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	\$ 119.9	\$ 119.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21609	San Mateo	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	\$ 2.0	\$ 2.0	\$ -	
22120	San Mateo	Construct ferry terminal at Redwood City	\$ 15.0	\$ 15.0	\$ -	
22232	San Mateo	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road	\$ 3.4	\$ 3.4	\$ -	
22615	San Mateo	Improve station facilities and other rail improvements in Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor	\$ 39.3	\$ 39.3	\$ -	2004 Measure A sales tax project
22726	San Mateo	Implement ferry service between South San Francisco and Alameda/Oakland	\$ 51.2	\$ 51.2	\$ -	Resolution 3434 Regional Transit Expansion Program
94643	San Mateo	Widen Route 92 from Half Moon Bay city limits to Route 1 (includes adding left-turn lanes, signal modifications, shoulders and bicycle lanes)	\$ 29.9	\$ 29.9	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
94656	San Mateo	Construct Devil's Slide Bypass between Montara and Pacifica	\$ 362.6	\$ 362.6	\$ -	
94667	San Mateo	Provide SamTrans Americans with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	\$ 491.8	\$ 491.8	\$ -	1998 and 2004 Measure A sales tax project
98176	San Mateo	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	\$ 188.2	\$ 188.2	\$ -	
230192	San Mateo	Improve SamTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes)	\$ 2.5	\$ 2.5	\$ -	
230349	San Mateo	Improve local access to National Park Service (NPS) lands in San Mateo	\$ 151.1	\$ 151.1	\$ -	
230417	San Mateo	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	\$ 3.2	\$ 3.2	\$ -	
230424	San Mateo	Modify Route 92/El Camino Real interchange	\$ 3.0	\$ 3.0	\$ -	
230428	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	\$ 5.2	\$ 5.2	\$ -	
230430	San Mateo	Implement San Mateo's bicycle and pedestrian program	\$ 45.0	\$ 45.0	\$ -	2004 Measure A sales tax project
230434	San Mateo	Implement local circulation improvements and the local streets traffic management program	\$ 20.0	\$ 20.0	\$ -	
230592	San Mateo	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	\$ 14.8	\$ 14.8	\$ -	
230704	San Mateo	Make Route 92 operational improvements to Chess Drive on-ramps	\$ 2.5	\$ 2.5	\$ -	
21760	Santa Clara	Double-track segments of the Caltrain line between San Jose and Gilroy	\$ 86.0	\$ 86.0	\$ -	2000 Measure A sales tax project and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Santa Clara	Expand the Palo Alto Caltrain Station and Bus Transit Center	\$ 230.0	\$ 230.0	\$ -	
21790	Santa Clara	Provide VTA's share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda counties	\$ 26.9	\$ 26.9	\$ -	
21797	Santa Clara	Implement Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	\$ 3.0	\$ 3.0	\$ -	2000 Measure A sales tax project
21921	Santa Clara	Extend BART from Fremont (Warm Springs) to San Jose/Santa Clara (includes environmental, preliminary engineering, property acquisition and construction phases)	\$ 7,587.0	\$ 7,587.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project
21922	Santa Clara	Implement the Mineta San Jose International Airport automated people-mover service	\$ 508.0	\$ 508.0	\$ -	2000 Measure A sales tax project
21923	Santa Clara	Implement Bus Rapid Transit (BRT) in the Alameda and El Camino Real corridors	\$ 233.4	\$ 233.4	\$ -	2000 Measure A sales tax project
22014	Santa Clara	Implement Bus Rapid Transit (BRT) in the Santa Clara-Alum Rock Corridor with the potential to convert to light-rail in the future (Santa Clara-Alum Rock Phase 1)	\$ 132.0	\$ 132.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project; for Phase 2, see Santa Clara project #22019
22019	Santa Clara	Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Santa Clara-Alum Rock Phase 2)	\$ 326.7	\$ 326.7	\$ -	2000 Measure A sales tax project; for Phase 1, see Santa Clara project #22014
22134	Santa Clara	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf	\$ 69.8	\$ 69.8	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22246	Santa Clara	Implement bicycle and pedestrian improvements on Blossom Hill Road	\$ 13.0	\$ 13.0	\$ -	
22808	Santa Clara	Implement Caltrain grade separation program in Santa Clara County	\$ 0.6	\$ 0.6	\$ -	
22839	Santa Clara	Convert the HOV lane on Central Expressway between San Tomas and De La Cruz to a general purpose lane	\$ 0.1	\$ 0.1	\$ -	
22909	Santa Clara	Fund the operating and capital needs of Measure A transit services	\$ 1,954.0	\$ 1,954.0	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22944	Santa Clara	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	\$ 105.0	\$ 105.0	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22956	Santa Clara	Extend the Capitol Avenue light-rail line from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	\$ 334.0	\$ 334.0	\$ -	Resolution 3434 Regional Transit Expansion Program
22978	Santa Clara	Extend the Capitol Expressway light-rail transit (LRT) from Eastridge Transit Center to Nieman Boulevard	\$ 137.0	\$ 137.0	\$ -	2000 Measure A sales tax project
22979	Santa Clara	Construct local roadway improvements over-crossing U.S. 101 (includes local circulation improvements to Zanker Road, Old Bayshore Highway, N. 4th Street and Skyport Drive)	\$ 120.0	\$ 120.0	\$ -	
98119	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	\$ 146.0	\$ 146.0	\$ -	1996 Measure B sales tax project
230267	Santa Clara	Widen Montague Expressway to 8 lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Bridge	\$ 13.5	\$ 13.5	\$ -	
230269	Santa Clara	Construct a new interchange at Trimble Road and Montague Expressway	\$ 36.1	\$ 36.1	\$ -	
230294	Santa Clara	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)	\$ 80.0	\$ 80.0	\$ -	
230304	Santa Clara	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and I-880	\$ 80.0	\$ 80.0	\$ -	
230339	Santa Clara	Convert HOV queue-jump lanes along Central Expressway at Bowers Avenue to general purpose lanes	\$ 0.1	\$ 0.1	\$ -	
230356	Santa Clara	Construct interchange at Lawrence Expressway and Arques Avenue	\$ 49.2	\$ 49.2	\$ -	
230363	Santa Clara	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)	\$ 13.0	\$ 13.0	\$ -	
230456	Santa Clara	Widen Zanker Road from 4 to 6 lanes	\$ 57.0	\$ 57.0	\$ -	
230469	Santa Clara	Make local circulation improvements on Santa Teresa Boulevard (includes medians, landscaping, sidewalks and bicycle lanes)	\$ 13.2	\$ 13.2	\$ -	
230471	Santa Clara	Widen intersections and improve sidewalks throughout the city of Sunnyvale	\$ 17.8	\$ 17.8	\$ -	
230492	Santa Clara	Implement local roadway improvements to Old Oakland Road over U.S. 101	\$ 28.0	\$ 28.0	\$ -	
230531	Santa Clara	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	\$ 113.0	\$ 113.0	\$ -	
230532	Santa Clara	Improve interchange at Route 237/North 1st Street	\$ 2.1	\$ 2.1	\$ -	
230534	Santa Clara	Electrify Caltrain line from Tamien Station to Gilroy	\$ 140.3	\$ 140.3	\$ -	
230547	Santa Clara	Implement Bus Rapid Transit (BRT) on Monterey Highway	\$ 96.6	\$ 96.6	\$ -	
230551	Santa Clara	Implement the Zero Emissions Bus (ZEB) program	\$ 23.7	\$ 23.7	\$ -	
230552	Santa Clara	Install and modify VTA facilities to support the Zero Emissions Bus (ZEB) program	\$ 95.0	\$ 95.0	\$ -	
230554	Santa Clara	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	\$ 84.6	\$ 84.6	\$ -	
230574	Santa Clara	Improve the Route 85/Cottle Road interchange	\$ 5.3	\$ 5.3	\$ -	
230595	Santa Clara	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	\$ 143.2	\$ 143.2	\$ -	
230641	Santa Clara	Implement bicycle and pedestrian improvements in North San Jose	\$ 38.2	\$ 38.2	\$ -	
230644	Santa Clara	Implement miscellaneous intersection improvements in North San Jose	\$ 33.5	\$ 33.5	\$ -	
230645	Santa Clara	Implement improvements to the North First Street Core Area grid	\$ 70.6	\$ 70.6	\$ -	
230705	Santa Clara	Improve local interchanges and auxiliary lanes	\$ 573.0	\$ 573.0	\$ -	

**Attachment B**  
**Transportation 2035 Committed Projects**

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230706	Santa Clara	Make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 334.0	\$ 334.0	\$ -	
22630	Solano	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	\$ 12.4	\$ 12.4	\$ -	
22631	Solano	Construct Route 12 westbound truck climbing lane at Red Top Road	\$ 13.2	\$ 13.2	\$ -	State Highway Operation and Protection Program (SHOPP) project
22632	Solano	Widen American Canyon Road overpass at I-80	\$ 10.7	\$ 10.7	\$ -	
22633	Solano	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$ 11.7	\$ 11.7	\$ -	
22634	Solano	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$ 12.9	\$ 12.9	\$ -	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see Solano project #230635
230311	Solano	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	\$ 2.6	\$ 2.6	\$ -	
230322	Solano	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$ 100.9	\$ 100.9	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230650	Solano	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$ 94.9	\$ 94.9	\$ -	
230708	Solano	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 15.0	\$ 15.0	\$ -	
21070	Sonoma	Realign and widen Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	\$ 39.1	\$ 39.1	\$ -	
21884	Sonoma	Construct Petaluma crosstown connector/interchange	\$ 61.7	\$ 61.7	\$ -	
21902	Sonoma	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	\$ 118.3	\$ 118.3	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21908	Sonoma	Study the environmental impacts of a future Port Sonoma ferry service and facility	\$ 20.0	\$ 20.0	\$ -	
22652	Sonoma	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant Avenue overhead in Healdsburg	\$ 18.9	\$ 18.9	\$ -	State Highway Operation and Protection Program (SHOPP) project
22655	Sonoma	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$ 96.0	\$ 96.0	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
98183	Sonoma	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	\$ 123.9	\$ 123.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds



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February 14, 2011

*Scott Haggerty, Chair*  
Alameda County

*Adrienne J. Tissier, Vice Chair*  
San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
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*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

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*Jon Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Sperling*  
Solano County and Cities

*Amy Rein Worth*  
Cities of Contra Costa County

*Vacancy*  
City and County of San Francisco

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

**To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators**

The Metropolitan Transportation Commission (MTC) is issuing an open “call for projects” for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

**Project submittals are due to MTC on April 29, 2011.** Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or [gcho@mtc.ca.gov](mailto:gcho@mtc.ca.gov).

Sincerely,



Ann Flemer  
Deputy Executive Director, Policy

AF: GC

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Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members



## **Attachment A**

### **Call for Projects Guidance**

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

#### **1. Public Involvement and Outreach**

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm). CMAs are expected, at a minimum, to:
  - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
  - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
  - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
  - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
  - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

## **2. Agency Coordination**

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
  - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - Developing transit improvements in coordination with MTC and transit agency staff.

## **3. Title VI Responsibilities**

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
  - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)

#### 4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
  - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
  - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
  - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

##### **County Target Budgets (in billions)**

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

#### 5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
  - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction ([http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w98.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf))
  - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates ([http://www.dot.ca.gov/hq/opdpd/pdpm/chap\\_pdf/chapt20.pdf](http://www.dot.ca.gov/hq/opdpd/pdpm/chap_pdf/chapt20.pdf))
  - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide ([http://ccta.net/assets/documents/Cost\\_Est\\_Guide\\_Documentation.pdf](http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf))
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

#### 6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
  - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
  - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

- major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- ***Assess how well the project meets basic criteria***  
Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

## 7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

## Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

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## Attachment A.1

### RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><b><u>Climate Protection</u></b> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	<p>Reduce per-capita CO<sub>2</sub> emissions from cars and light-duty trucks by 15%</p>
<p><b><u>Adequate Housing</u></b> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	<p>House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident</p>
<p><b><u>Healthy &amp; Safe Communities</u></b> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> <li>○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> <li>● Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>● Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>● Achieve greater reductions in highly impacted areas</li> </ul> </li> <li>Associated Indicators <ul style="list-style-type: none"> <li>● Incidence of asthma attributable to particulate emissions</li> <li>● Diesel particulate emissions</li> </ul> </li> <li>○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)</li> <li>○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)</li> </ul>
<p><b><u>Open Space &amp; Agricultural Preservation</u></b> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> <li>● Scenarios will be compared to 2010 urban footprint</li> </ul>

Goal	Performance Target (from 2005 levels unless noted)
should focus growth in existing urban areas rather than pursue additional development in outlying areas.	for analytical purposes only
<p><b><u>Equitable Access</u></b></p> <p>A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
<p><b><u>Economic Vitality</u></b></p> <p>A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)
<p><b><u>Transportation System Effectiveness</u></b></p> <p>Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> <li>○ Decrease average per-trip travel time by 10% for non-auto modes</li> <li>○ Decrease automobile vehicle miles traveled per capita by 10%</li> <li>○ Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul> </li> </ul>
<p><b><u>Infrastructure Security</u></b></p> <p>The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

## Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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### Attachment A.3 – MTC’s Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts
<b>Goals Assessment</b> (largely qualitative)	<ul style="list-style-type: none"> <li>All projects (700+) assessed, grouped into 13 project type</li> <li>How well projects address each goal/number of goals addressed</li> <li>Conducted by panel of MTC staff and stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on: <ul style="list-style-type: none"> <li>support for focused growth</li> <li>statutory goals to reduce carbon dioxide and accommodate future housing demand</li> </ul> </li> <li>For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction</li> </ul>
<b>Benefit-Cost Assessment</b> (quantitative)	<ul style="list-style-type: none"> <li>60 large-scale uncommitted projects as well as uncommitted regional programs</li> <li>MTC model analysis</li> </ul> <ol style="list-style-type: none"> <li>B/C ratio in 2035 including <ul style="list-style-type: none"> <li>Delay</li> <li>CO2</li> <li>PM10 and PM2.5</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost savings for on-time maintenance</li> </ul> </li> <li>Cost per reduction on CO2</li> <li>Cost per reduction in VMT</li> <li>Cost per low-income household served by new transit</li> </ol> <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> <li>Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects</li> <li>MTC model analysis</li> </ul> <ol style="list-style-type: none"> <li>B/C ratio - over 25 yrs instead of horizon year (if time allows) <ul style="list-style-type: none"> <li>Travel time (see notes below)</li> <li>CO2</li> <li>PM10 and PM2.5</li> <li>Health costs associated with changes in active transportation levels</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost savings for on-time maintenance</li> </ul> </li> </ol> <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
<b>Synthesis &amp; Use of Information</b>	<ul style="list-style-type: none"> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors “justify” projects with low-B/C before inclusion in the draft plan</li> </ul>	<ul style="list-style-type: none"> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors must “justify” projects with <ol style="list-style-type: none"> <li>low B/C or meeting few goals</li> <li>increase in CO2 emissions</li> <li>that do not support draft land use</li> </ol> </li> </ul>
<b>Considerations</b>	<ul style="list-style-type: none"> <li>Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result</li> </ul>	<ul style="list-style-type: none"> <li>Consider approaches to address to concern that current B/C model is dominated by travel time <ul style="list-style-type: none"> <li>Sensitivity tests of impact of travel time on relative ratings of projects</li> <li>Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability )</li> <li>Assess significance of B/C results for each project</li> </ul> </li> </ul>

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**Attachment A.4**  
**MTC Policy Advisory Council Members**

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## MEMORANDUM

**DATE:** February 21, 2011

**TO:** Steering Committee

**FROM:** Tess Lengyel, Programs and Public Affairs Manager  
Beth Walukas, Planning Manager

**SUBJECT:** Call for Projects: Alameda CTC Process

### Recommendation

Staff recommends approval of the process and timeline for implementation of the MTC-directed Call for Projects for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy (SCS) in Alameda County. This Call for Projects will be used to support the update of the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP), which may be placed on the November 2012 ballot.

### Summary

This memo summarizes how Alameda CTC will meet the requirements of MTC's Call for projects and details how project and program submissions will be sought, evaluated, approved and submitted to MTC by the April 29, 2011 deadline. The Alameda CTC schedule is included in Table 1 and requires that Alameda County jurisdictions submit projects and programs to the Alameda CTC, using the MTC web-based application, by no later than April 12, 2011. This due date is necessary to allow the Alameda CTC to perform the required evaluations and to package a list for submission to MTC by April 29, 2011. The submittal will occur in two steps. The Alameda CTC will submit a draft list that meets the \$11.75 Billion county-share allocation by the April deadline followed by a final list in May. This is to ensure that the proposed list of projects and programs is presented for comment to all Alameda CTC committees, including the Alameda County Technical Advisory Committee (ACTAC), the CWTP-TEP Community and Technical Advisory Working Groups, the CWTP-TEP Steering Committee, the Planning, Policy and Legislation Committee, a public hearing, and adoption of a final list by the full Commission on May 26, 2011.

### Discussion

The update of the RTP and development of the SCS includes a series of efforts and evaluation processes for integrating the first Bay Area SCS in accordance with SB 375 with the proposed transportation system. This effort includes the following:

- Development of performance goals and targets (*adopted January 2011*)

- Development of an Initial Vision Scenario, which takes the currently planned land use in the nine-county region adds housing and employment to address the projected population that must be accommodated in the region as required by SB 375 and overlays the Transportation 2035 RTP transportation system with some augmented services (*to be released March 11, 2011*)
- A call for projects (*released February 14, 2011 to the CMAs and a web based application available March 1, 2011*) for potential projects and programs.
- A performance assessment of projects and programs submitted during the Call for Projects from which projects for the Detailed SCS Scenarios will be selected (*May through July 2011*)
- Development and evaluation of Detailed SCS scenarios using information from the Initial Vision Scenario and the selected projects resulting from the performance assessment (*July through September 2011*).
- After further evaluation and repackaging on how detailed scenarios are meeting goals, a Preferred SCS will be developed and adopted and will be included in the environmental impact report review with the RTP (*adoption expected January/February 2012*)
- Adoption of a Final SCS/RTP (*April 2013*)

The Alameda CTC is concurrently working on the update of the CWTP and development of a new TEP, both of which will inform the RTP and SCS. The county-level plans development is in sync with the regional efforts and this memo recommends the process for administering the MTC-directed call for projects in Alameda County, which has been delegated to the CMAs to implement.

### **Call for Projects**

MTC is delegating the implementation of the call for projects to each of the Congestion Management Agencies (CMAs) for county-level coordination, packaging and submission to MTC. This effort is being done on a tight schedule to meet the developmental deadlines of the SCS/RTP, and for CWTP-TEP in Alameda County.

Draft guidance for the Call for Projects was issued by MTC at the end of January and final guidance submitted to the CMAs on February 14, 2011. Implementation of the call and evaluation of the project and program submittals will also be guided by several sets of policies and procedures, some of which are still going through the approval processes by MTC, ABAG and Alameda CTC in February, March and April.

In January, MTC adopted the RTP/SCS goals and performance targets, which will be used to evaluate projects and programs in meeting both statutory and voluntary performance targets. In addition, draft policies regarding committed funds and projects, as well as project performance assessments are currently in circulation for review and are expected to be adopted in April 2011. Meanwhile, MTC's schedule for the call for projects is as follows:

- Issue Call for Projects Letter to CMAs February 14, 2011
- Open Online Project Application Form for Use by CMAs/ Project Sponsors: March 1, 2011
- Close of Project Submittal Period April 29, 2011 (See Table 1 for Alameda CTC's submission deadline of April 12, 2011)

- MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios: May through July 2011

According to MTC's guidance for implementation of the call for projects (see Attachment A, MTC' Call for Projects), there are seven specific efforts the CMAs must do as part of the call. MTC's requirements are shown below in bold, and Alameda CTC's approach is detailed in italics:

## **1. Public Involvement and Outreach:**

### **a) Conduct countywide outreach to stakeholders and the public to solicit project ideas.**

*The Alameda CTC has adopted a public involvement strategy for the development of the CWTP-TEP, which includes informing stakeholders and the public about the call for projects and seeking public comment on project and program ideas. This effort will be done through its technical and community advisory working groups, as well as through targeted countywide outreach that seeks feedback on potential projects and programs using a specifically designed Toolkit and questionnaire, which will be used at meetings and will also be placed on the Alameda CTC webpage. This outreach effort is broad-based, addresses language and access needs, and will be conducted throughout the county. Information about the call, submission processes and decision-making timelines are included on the agency website. Five public meetings are scheduled in each area of the County to also share information and solicit project and program feedback. These include the following 2011 dates, times and locations:*

#### **Thursday, February 24th — Oakland, 5:30-7:30pm**

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)  
5:30–6:00 pm—Informational Open House  
6:00–7:30 pm—Workshop

#### **Monday February 28th — Fremont, 6:30-8:30pm**

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.)  
6:30–7:00 pm—Informational Open House  
7:00–8:30 pm—Workshop

#### **Wednesday March 9th — Hayward, 6:30-8:30pm**

Hayward City Hall—Conference Room 2A (777 B Street)  
6:30–7:00 pm—Informational Open House  
7:00–8:30 pm—Workshop

#### **Wednesday March 16th — San Leandro, 6:30-8:30pm**

San Leandro Library—Karp Room (300 Estudillo Avenue)  
6:30–7:00 pm—Informational Open House  
7:00–8:30 pm—Workshop

#### **Thursday, March 24th — Dublin, 6:30-8:30pm**

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

- b) **Document the outreach effort undertaken for the local call for projects.** *Alameda CTC will provide an overall description of the outreach process including how project and program submissions were solicited, evaluated and recommended to MTC. Table 1 below describes the Alameda CTC timeline, public hearings and opportunities for public comment on the draft and recommended project and program lists that will be submitted to MTC. A fully documented summary of outreach, how the outreach followed MTC's Public Participation Plan, as well as comments received and responses to comments addressing project/program inclusion will be submitted to MTC.*

**2. Agency Coordination: Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.** *Alameda CTC has begun and will continue to inform elected officials, the public, stakeholders, local jurisdictions, transit operators and other partners of the call for projects, submission timelines and public commentary periods, and will be responsible for assigning passwords to local jurisdiction staffs, fielding questions about the project application form, reviewing and verifying project information, and submitting projects to MTC.*

**3. Title VI Responsibilities: Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.** *Alameda CTC has developed a public participation approach specifically designed for broad engagement, which will also address the Title VI requirements. The CWTP is subject to Title VI and therefore, all work associated with the update of the CWTP has been planned to meet these requirements and will be documented as described above.*

**4. County Target Budgets: Ensure that the County project list fits within the target budget defined by MTC for the county.** *Alameda CTC will use the targeted budget of \$11.76 Billion supplied by MTC as a starting point to guide the County's recommended project list with the understanding that additional work will be conducted after the call for projects to hone in on a more financially constrained list of projects and programs that fit within the RTP/SCS financially constrained envelope. The final list of projects and programs included in the CWTP and TEP will not necessarily be as constrained as the list submitted to MTC for inclusion in the RTP.*

**5. Cost Estimation Review: Establish guidelines for estimating project costs.** *Alameda CTC has developed a cost estimating guide specifically for use with this call for projects and which may also be used for a second more refined effort related to projects that could be included in the TEP. The Alameda County cost estimating guidelines will be finalized in February for use in this call and will be placed on the Alameda CTC website by February 28, 2011. All project submittals will be evaluated prior to submission to MTC to ensure that appropriate cost estimates were used.*

**6. General Project Criteria: Identify whether projects meet basic project parameters and criteria as outlined by MTC.** *Alameda CTC will communicate MTC's criteria to project sponsors, encouraging submission of projects that support the goals and performance targets adopted by MTC in January 2011. These basic project criteria, which have been articulated in*



*MTC's Call for Projects Guidance, are as follows:*

- Support the goals and performance targets of the RTP/SCS (See Attachment A, MTC's Call for Projects)
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned development such as new retail malls, sports complexes, etc., or major transportation terminals as well as most terminals themselves.)
- Support focused growth by serving existing housing and employment centers – FOCUS Priority Development Areas
- Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, climate action plans, etc.)

*Based on information that will be presented to the Committees and the Commission, there may be additional screening criteria proposed that reflect the goals and targets from the CWTP-TEP process. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.*

**7. Programmatic Categories.** *As directed in MTC's call for projects (Attachment A), Alameda CTC will group similar types of projects and programs that are exempt from regional air quality conformity and do not add capacity or expand the transportation network into broader programmatic categories. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.*

#### **Alameda CTC Timeline for the Call for Projects**

Table 1 describes the timeline for project and program solicitation, submission, evaluation, approvals and delivery to MTC. An Alameda County-specific project and program prioritization process is under development and is anticipated to be approved by the end of February. That process will help guide how projects and programs will be evaluated for inclusion in a list submitted to MTC.

**Table 1: 2011 Call for Projects Timeline**

<b>Alameda CTC: CWTP-TEP Process Timeline</b>		<b>MTC/ABAG: SCS-RTP Process Timeline</b>	
<b>Activity</b>	<b>Date</b>	<b>Activity</b>	<b>Date</b>
Update on Call for Projects	ACTAC: 2/1 CAWG: 2/3 TAWG: 2/10 SC: 2/24	Official Call for Projects Release to CMAs	February 14
Alameda CTC Issues Call for Projects Guidance and Schedule	February 25		
Alameda CTC issues access codes to Alameda County jurisdictions	March 1	MTC Web Based Application Available	March 1

MTC Training on on-line Application	March		Define Project Performance Assessment Methodology	Through April
Update on Call for Projects	ACTAC: 3/1 CAWG: 3/3 TAWG: 3/10 PPLC/PPC: 3/14 SC: 3/24		Release Initial Vision Scenario	March 11. Seek stakeholder feedback through end of April
Sponsor Submittals to Alameda CTC	April 12, 5 p.m.			
Alameda CTC preliminary evaluations	April 12-21			
Mailout of Draft list to Steering Committee	April 21			
Steering Committee Meeting/Approval of DRAFT project/program list	April 28			
Submission of draft list to MTC	Friday, April 29			
Mailout of draft list to Alameda CTC Committees and Working Groups: ACTAC, CAWG, TAWG, PPLC and PPC	May 2			
Advisory Committee meetings discussion of draft list	ACTAC: 5/3 CAWG: 5/5 TAWG: 5/12		Adopt Project Performance Methodology	April 27
Revised list submitted to PPLC, PPC	May 6 (via email)			
PPLC/PPC Review final draft list	May 9			
Alameda CTC additional evaluation	May 10-19			
Steering Committee Mailout	May 19			
Steering Committee Meeting/Public Hearing/ Recommendation of final list to full Alameda CTC Commission for approval of project/program list	May 26			
Alameda CTC Commission Approval of Final project/program list	May 26			

Submission of list to MTC	Friday, May 27		MTC Project Performance Evaluation and Selection Process for Projects for Detailed SCS Scenarios	May – July
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As part of this process, Alameda CTC will request feedback on the following items:

- a preliminary list of potential programs,
- the 2008 CWTP projects, and
- project and program ideas that are being collected from the outreach processes (workshops, on-line questionnaires, toolkit outreach, polling)

These lists will be brought through committees in March for feedback prior to the project and program submission deadlines.

### **Attachments**

Attachment 7 of the packet is the MTC February 14 Issuance of Call for Projects.

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## Overview of Process for Evaluating Projects and Programs: A Regional and Countywide Approach

Presentation to CWTP-TEP  
Community Advisory Working Group  
March 3, 2011



## Concurrent Transportation and Land use Development Processes and Schedules

- Regional:
  - Regional Transportation Plan
  - Sustainable Communities Strategy
- Countywide:
  - Countywide Transportation Plan
  - Incorporates land use/provides input into SCS
  - New Sales Tax Expenditure Plan
- Countywide process informs regional

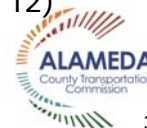


2



## Transportation Process and Schedule (March – July)

- Regional Transportation Plan
  - Call for Projects (March 1 – April 29)
  - Performance Assessment (May – July)
  - Projects/Programs results to guide trade off discussions to define draft SCS/RTP (July-December)
- Countywide Transportation Plan-Transportation Expenditure Plan
  - Concurrent Call For Projects (closes April 12)
  - Two –Tiered evaluation of projects



3



## Project/Program Evaluation to inform Countywide Transportation Plan

- Project level evaluation projects and programs to assess whether they meet CWTP goals and other criteria, including regional (April)
  - Screening criteria:
    - Regional criteria defined in call for projects
    - Performs well in the qualitative and quantitative assessment including supports “fix it first” and other CWTP goals
    - Project readiness/Sales Tax Project
    - Potential to reduce CO2 and support TOD development
- Develop Transportation Scenarios (April/May)
- Evaluate Transportation Scenarios (May/June) against Performance Measures (finalized in March)
- Review preliminary list of CWTP projects/programs and evaluation results (July)
- Review Draft CWTP and evaluation results (September)
- Review preliminary list of TEP projects (September)



4



## Project/Program Evaluation to inform Regional Transportation Plan

- Similar to CWTP process
- Project level evaluation of projects and programs to assess whether they meet RTP goals and criteria in Call for Projects, including being within 25-year \$11.76 B budget generated from potential federal and state funds (April 12 -21)
- Criteria for evaluation:
  - Supports RTP/SCS goals and performance targets
  - Regionally significant component of regional transportation network
  - Supports focused growth/PDAs
  - Derives from adopted plan or study
- Submit \$11.76 B draft list of projects and programs (April 29)
- Seek input from Committees and hold public hearing (May)
- Submit final list to MTC (May 26)



## Land Use Process and Schedule

- SCS:
  - Initial Vision Scenario (March 11)
  - Detailed Scenarios (July)
  - Preferred Scenario (December)
- Countywide Land Use Scenarios
  - Based on Initial Vision Scenario (April)
  - Develop additional scenarios to inform Detailed Scenarios and Preferred SCS (May/June)





## How it all comes together

- Countywide transportation scenarios tested against Initial Vision Scenario Plus (May/June)
- Additional land use scenarios developed to inform ABAG's SCS process (April/May/June)
- Results of Initial Vision Scenario/ transportation scenarios presented to Committees along with a list of top performing projects and programs (July)
- CWTP-TEP transportation and land use evaluation used to
  - inform RTP projects and Detailed Scenarios
  - Develop first draft of CWTP



7



## July through December

- Identify CWTP projects and programs (July through November)
- Identify final RTP projects and programs (\$11.76 Billion to something less)
- Identify TEP projects/programs (July through December)
- Ultimately one RTP/SCS (December)
- Ultimately one CWTP with Preferred SCS (December)



8



# Memorandum

TO: Beth Walukas, Tess Lengyel, Alameda County Transportation Commission

FROM: Ryan Greene-Roesel, Steve Decker, Cambridge Systematics

DATE: February 21, 2011

RE: Preliminary responses to CAWG and TAWG Performance Measure Comments

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This memorandum presents preliminary responses to CAWG and TAWG comments regarding the proposed measures for the Countywide Transportation Plan (CWTP) scenario-level performance analysis.

Based on these comments, the following changes to the proposed measures are being considered. We will need to receive input from the CWTP-TEP Steering Committee at its February 24<sup>th</sup> meeting before making a final determination on these proposed changes.

- Include “percent of trips made by biking, walking, or transit” under the “multi-modal” goal.
- Incorporate access to frequent transit lines into the measure provided for the “transportation access” goal.
- Remove the measure relating to vehicle hours of delay, and replace it with a different measure of reliability.
- Remove the measures relating to percent complete of pedestrian and bicycle network because these are “input” measures.
- Wherever possible, provide information on how changes in measures impact (1) different income groups; (2) different geographic areas of the county.
- If possible, report bicycle and pedestrian crashes separately from other types of crashes.
- For the average per trip travel time measure, report the results separately for automobiles, trucks, and transit to gauge the impact of investments on these modes, and to capture impacts on goods movement.

More detailed responses to comments are provided below.

ID	Comment	Theme	Response
1	Include bicycle, pedestrian, and transit mode share as a measure for Goal 1: Multimodal. (CAWG)	Multimodal	We will consider reporting bicycle, pedestrian, and transit modeshare as the metric under the multimodal goal.
2	Some TAWG members commented that the proposed access measure (households within 20 minute drive, 30-minute transit trip of major employment center), along with the vehicle hours of delay measure, favor projects that result in faster travel speeds, which they felt was not an appropriate policy goal.	Accessible, Affordable, Equitable	Based on this and other comments, we will consider including access to frequent transit as a component of this measure.
3	<p>The “Share of households within 30 minute transit ride” metric doesn’t account for the difference in cost between modes of transit nor does it account for the very different car ownership rates by race and class. Geographic proximity doesn’t equate to access.</p> <p>Consider instead:</p> <ol style="list-style-type: none"> <li>Share of households within a 30 minute and \$2.50 trip (or other cost factor) on transit to jobs, schools and other essential destinations; or</li> <li>Break out the original metric by mode: share of households within a 30 minute rail ride (light rail/commuter/heavy), share of households within a 30 minute bus ride and share of households within a 20 (or 30) minute</li> </ol>	Accessible, Affordable, Equitable	<ol style="list-style-type: none"> <li>Affordability issues are intended to be covered by the metric reflecting household income spent on travel. We would like to use this metric for consistency with the MTC process.</li> <li>We will consider breaking out the access measure by mode (bus, rail, automobile)</li> <li>Based on this and other comments, we will consider including access to frequent transit services as a component of this measure.</li> </ol>

car trip; or		
3. Average transit frequency (broken out by mode and time of day) within a ¼ mile radius by neighborhood (or by TAZ). (CAWG)		
4 Measure access in smaller, geographically-specific way rather than using countywide averages.	Accessible, Affordable, Equitable	As requested, we can provide access data by sub-areas of the county.
5 This metric is okay [Share of low-income and lower-middle income residents' household income consumed by transportation and housing], however, it should be clear what the cost drivers are. Is it transportation or is it housing?	Accessible, Affordable, Equitable	We will plan to report the costs of transportation and housing separately when we calculate this metric.
6 Under federal and state Title VI and EJ laws, Alameda CTC (and MTC) are required to ensure that the distribution of benefits and burdens of its transportation investments are shared equitably across race and class.	Accessible, Affordable, Equitable	<ol style="list-style-type: none"> <li>1. Yes, wherever possible, we will report information by income quartile.</li> <li>2. Information on per-ride subsidy by operator is available through the MTC transit sustainability project. This level of information may be too detailed for the CWTP county-wide scenario performance testing.</li> </ol>
Consider adding one of the following:		
<ol style="list-style-type: none"> <li>1. For all of the metrics (especially access, affordability, reliability, safety and clean/healthy environment), break out values for the lowest income quartile and the highest income quartile and compare them. An equitable plan would see these outcomes getting closer together.</li> </ol>		

2. Calculate the per-ride subsidy by transit operator (including both capital costs (discounted over the average life of the asset) and operating costs) and based upon the demographics provide a weighted average of the subsidy by race and class of riders.

7	Accessible, affordable, and equitable are separate concepts; consider presenting them separately. (CAWG)	Accessible, Affordable, Equitable	Will discuss each separately in the performance measure proposal.
8	<p>In defining the accessibility metric, consider access to:</p> <ul style="list-style-type: none"> <li>• Jobs</li> <li>• Senior centers, hospitals</li> <li>• Frequent transit routes (operating at least every 20 minutes)</li> <li>• Trails and other facilities dedicated to walking and bicycling (CAWG)</li> </ul>	Accessible, Affordable, Equitable	We will propose revising the accessibility metric to include access to frequent transit routes.
9	With regard to Goal 2: Accessible, Affordable, Equitable, density becomes important. Spend money on projects in high density places. In denser places, the same \$1 million benefits more people. Proportionality for who is chipping in. (TAWG)	Accessible, Affordable, Equitable	The performance measures will be calculated by a travel demand model that will capture the impact of density. Performance measures should show greater improvement if transportation investments are made in areas that serve a large number of people.
10	With regard to Goal 2: Accessible, Affordable, Equitable, how does geography fit in with SCS and PDAs? Do we call it out explicitly? Is it implied? Is it somewhere else in the process? One possible measure could be "In a PDA or	Accessible, Affordable, Equitable	The goals related to integration and CO <sub>2</sub> cover these items. Whether a project is in a PDA or not will be considered as a criteria for the project-level evaluation.

not?" (TAWG)

- |  |                                       |  |
|--|---------------------------------------|--|
| <p><b>11</b> The transit capacity utilization metric could be improved. As it currently is proposed, if it is an average, that transit rich areas will mask transit poor areas. Also, the metric would actually show improvement if the ridership stays the same but transit declines (as we've seen in the past year with major service cuts.)</p> <p>Also, the metric that MTC adopted that speaks to land-use and integrating transportation and land use is quite good and should be adapted Alameda CTC as well. This is:</p> <p>Consider: "House 100% of the (county's) region's projected 25-year growth by income level without displacing current low-income residents while increasing opportunities for affordable housing in all areas."</p> | <p>Integrated with Land Use</p>       | <p>We will present this metric in conjunction with information on ridership trends, so it is possible to determine whether the metric is changing because of ridership or service cuts.</p> <p>The MTC metric relating to housing regional growth will be incorporated by utilizing land use projections from MTC /ABAG in which growth is accommodated.</p> |
| <p><b>12</b> With regard to Goal 3: Integrated with Land Use, what is a major employment center?</p>   | <p>Integrated with Land Use</p>       | <p>We will define this by identifying the future geographic areas of the county (e.g., top twenty traffic analysis zones or groupings of zones) with the highest levels of projected employment.</p>   |
| <p><b>13</b> Look at on-time performance of transit lines. Reliability for transit is important.</p>   | <p>Connected/ Reliable/ Efficient</p> | <p>We acknowledge that this is a critical issue. However, we do not have analytical tools available at this time for estimating how transit reliability will change in response to transportation system investments.</p>  |

<p><b>14</b> We have real concerns with the “Vehicle Hours of Delay” metric at it will prioritize projects that reduce traffic congestion, such as highway widening projects. These run counter to our goals of reducing GhG, VMT and air pollution.</p> <p>With regards to the other metric: average per-trip travel time, what is it getting at? Given how very different reliability can be amongst different forms of transit, this metric should be split out by mode.</p>	<p>Connected/ Reliable/ Efficient</p>	<p>Due to this and related comments, we will consider alternative metrics to reflect travel reliability. However, managing congestion and providing congestion relief is an important goal of the CMP and a measure is recommended to be included for this. The average travel time per automobile trip measure is proposed to address the need for congestion relief. Other measures may also be considered by the project Steering Committee. .</p> <p>We agree that per-trip travel time should be split out by mode and will suggest presenting this metric as per trip travel time for automobile, truck, and transit modes separately.</p>
<p><b>15</b> Goal 4/5: Connected/Reliable/Efficient, bike and pedestrian facilities are important and plans are a good measure. Connectivity and continuity of network. Keep “percent complete of countywide bicycle and pedestrian plans.” (TAWG)</p>	<p>Connected/ Reliable/ Efficient</p>	<p>We may consider deleting this measure due to the fact that it reflects inputs (levels of investment) rather than outputs (increased levels of bicycling and walking). Another measure relating to expected levels of biking and walking is already included. This will be influenced by investment in the bicycle and pedestrian networks.</p>
<p><b>16</b> The measure “Percent complete of countywide bicycle and pedestrian plans” mixes plans versus outcomes. Remove this; completion of a plan does not mean the facilities are utilized. (TAWG)</p>	<p>Connected/ Reliable/ Efficient</p>	<p>We may consider deleting this measure as per the suggestion.</p>
<p><b>17</b></p> <ol style="list-style-type: none"> <li>1. Add % of operating shortfalls of transit budgets filled. Add % of operating shortfalls of transit budgets filled.</li> <li>2. How to measure transition to clean</li> </ol>	<p>Connected Reliable / Efficient</p>	<p>Levels of investment in transit will be captured and reflected in performance outcomes. For example, if less money is invested in transit service in the future, this will show up in the access measure (e.g. reduced numbers of households living near transit) and in</p>

vehicles?		<p>longer average transit trips. It is not necessary to measure investment in the transit system separately as this will be an input into the modeling process.</p> <p>The transition to clean vehicles should be captured in assumptions regarding future CO2 emissions from the vehicle fleet. Alameda CTC has developed a spreadsheet tool to calculate future vehicle emissions while taking into account characteristics of the vehicle fleet.</p>
<b>18</b> Use system-wide cost-effective measures such as cost/rider and cost/new rider?	Cost Effective	<p>We will consider these cost/rider measures as candidates to include in the project-level analysis and prioritization.</p>
<b>19</b> With regard to Goal 6, there is crowding at peak-hour. Transit riders/transit revenue hours of service doesn't capture this. (TAWG)	Cost Effective	<p>We acknowledge that peak hour crowding on BART is a key issue. We will consider methods to capture this issue as part of the performance analysis.</p>
<b>20</b> Are we able to predict all of the "Well Maintained" performance measures? For example, can you predict bicycle/pedestrian trail condition?	Well Maintained	<p>We can predict future pavement conditions as a function of investment. However, we do not currently have tools available to predict future bicycle and pedestrian trail maintenance conditions as a function of investment, therefore, we recommend deleting this measure.</p>
<b>21</b> Separate bicycle and pedestrian collisions from other collisions [in the measures] They are often underreported. (CAWG)	Safe	<p>We will report them separately if possible given the limitations of some of the analysis tools available for predicting changes in bicycle and pedestrian collisions in the future in response to transportation system investments and changes in vehicle miles of travel.</p>

22	Consider inclusion of measures of personal security such as presence of lighting and safe, secure pathways in addition to safety. (CAWG and TAWG)	Safe	We acknowledge that personal security on transit is an important issue, however, we do not have the analytical tools available to quantitatively predict how personal security will change in the future given different levels of investment in the transit system. We can include qualitative discussion of this issue in the CWTP document.
23	To measure safety, use Caltrans rate method; it's more indicative of collisions. They all have to feed into the CHP anyway; it's better than using a number. (TAWG)	Safe	There are pros and cons of using fatality /injury rates versus absolute numbers of fatalities / injuries. We believe using absolute numbers is preferable primarily because even if rates have decreased, large numbers of injuries and fatalities may still be occurring and the metric should capture this.
24	<p>Proposal 1: Per-capital CO2 emissions is okay, but will still result in an overall increase in CO2.</p> <p>Consider: The County should adopt the targets it has already adopted for the County Climate Action Plan: Reducing emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050</p> <p>Proposal 2: average time traveling by bike/foot: Overall we support this metric.</p> <p>Proposal 3: Quantity of fine particulate matter emissions: Agree that PM 2.5 is probably most important toxic to monitor, but looking at it in aggregate masks real inequities across communities which translates into real inequities in terms of mortality rates (ie: average life span is 10</p>	Clean and Healthy	<p>We are using emissions per capita because this is the statutory metric required by SB 375. However, we should have the data available to show the degree to which Climate Action Plan goals will be met with plan investments and will look into reporting this as ancillary information to accompany the performance analysis.</p> <p>We will look into reporting PM concentrations in communities of concern, but need to confirm that our analysis tools are capable of estimating this.</p>



years shorter in West Oakland vs Oakland hills).

Consider instead: Reduce by X% concentrations of PM 2.5 and additional cumulative and localized air pollution in most heavily impacted communities of concern. (CAWG)

25	Add per-capita GHG emissions from cars and light-duty trucks [rather than per-capita carbon dioxide emissions]. (TAWG)	Clean and Healthy	We will consider this change, but may need to focus on C02 for consistency with the regional / SCS process.
26	With regard to Goal 9, there is much urban through traffic that produces a lot of GHG emissions, but there is no penalty for pass-through. (TAWG)	Clean and Healthy	All traffic moving through Alameda County, even pass-through traffic, will be included in the estimate of C02 emissions.
27	What addresses goods movement? Consider adding measures to address goods movement. (CAWG and TAWG)	Goods Movement	We will report average travel time for different vehicle classes (automobile versus truck) to capture impacts on goods movement.
28	Where is sustainability? Every project should look at sustainability. (TAWG)	Sustainability	Sustainability is addressed by several metrics, including greenhouse gases per capita and particulate matter. Financial sustainability will also be addressed through consideration of cost-effectiveness in the project-level prioritization.
29	Include open space measures.	Sustainability	We agree that open space is an important consideration, however this will be driven primarily by land use assumptions decided as part of the SCS development process. The final county-wide plan will include land use assumptions consistent with the SCS.

30 Include LEED and LEED-ND to measure integration of land use.	Sustainability	We feel that LEED-ND is not applicable to a county-wide analysis of transportation system performance. LEED-ND focuses on the characteristics of specific buildings, not the transportation system as a whole. It will be considered in the discussions of Priority Development Areas, the SCS and whether design guidelines are appropriate for Alameda County in the design of transit oriented developments.
31 How are projects evaluated? The slide in the presentation says “project and programs, but there is talk of scenarios screening. Need to understand ASAP based on timing with criteria going to Council in late March. Concerned if criteria for evaluating projects are different from these.(TAWG)	Overall process	The performance measures will be used for a county-wide analysis and comparison of the relative differences between transportation scenarios. They will not be used for project-level analysis. The project level criteria will be available shortly and will be used to determine how a project performs before it is included in a transportation scenario.
32 How will the performance measures ensure equitable distribution of funds throughout the region? (TAWG)	Regional Equity	<p>The purpose of the performance measures is not to ensure geographic equity but rather to look at the overall benefit conferred by a given package of transportation investments. As desired, we can break out performance results by different geographic areas of the county.</p> <p>Geographic equity will also be considered as part of the prioritization of individual projects.</p>
33 Establish numeric targets for each measure, as was done at the regional level.		Due primarily to the constrained schedule for developing the CWTP, we are recommending not establishing specific numeric targets but rather indicating a desired direction of movement for each target – e.g. “increase” or “decrease” each measure. Establishing numeric targets typically requires an iterative modeling process in which targets are set

based on preliminary analysis indicating what is achievable given planned investments. The Alameda CWTP schedule does not allow for multiple iterations of modeling analysis.

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## MEMORANDUM

**DATE:** February 23, 2011

**TO:** CWTP-TEP Steering Committee

**FROM:** Tess Lengyel, Manager of Programs and Public Affairs  
Beth Walukas, Manager of Planning

**SUBJECT:** Transportation Programs

### Recommendations

It is recommended that the CAWG review and provide input and additions to the transportation programs listed below for consideration in the update of the Countywide Transportation Plan and potential renewal of the Transportation Expenditure Plan. Time to provide input will be provided during the breakout session at the CAWG meeting.

### Summary

The update of the Countywide Transportation Plan (CWTP) and potential renewal of the Transportation Expenditure Plan (TEP) will help guide future transportation investments in Alameda County. These investments will include a wide range of transportation infrastructure projects and programs to improve the mobility of those traveling in Alameda County. Projects and programs identified in the CWTP and TEP will be eligible for state, federal and local funding. The CAWG is requested to provide input on transportation programs to consider including in the CWTP and TEP.

### Alameda CTC's Current Transportation Programs

Alameda County Transportation Commission currently funds and administers the following transportation programs.

Program Name	Brief Description
Mass Transit	Bus, ferry and rail operations
Bicycle and Pedestrian Program	Bicycle and pedestrian improvements and programs
Special Transportation	Transportation services for seniors and people with disabilities
Local Transportation	Local streets and roads improvements

Transportation and Land Use Program, including Transit Center Development	Transportation and access improvements, studies and plans at Priority Development Areas (high density developments accessible to transit hubs)
Lifeline Transportation Program	Transportation improvements, operations and programs for low income and minority communities
Guaranteed Ride Home Program	Provides rides home from work for employees registered in the program that are using alternative modes of travel to get to work
Safe Routes to Schools	Encourages children to walk or bike to school
Travel Choice Program	Markets county residents to use alternative modes of traveling other than driving alone

### MTC's Categories of Programs

MTC has identified the following transportation programs that Alameda County and other Bay Area counties may wish to consider as part of our CWTP update. These programs may also be used in our potential renewal of the TEP. Alameda CTC's transportation programs include some program elements in the categories listed below.

<b>Program</b>	<b>Brief Description</b>
Transit enhancements	ADA compliance, mobility and access improvements, passenger shelters, informational kiosks
Transit operations and maintenance	On-going non-capital costs, preventive maintenance
Local road safety	Shoulder widening, realignments, non-coordinated signals
Highway safety	Implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers
Non-capacity increasing local road intersection modifications and channelizations	Spot improvements
Non-capacity increasing state highway enhancements	Noise attenuation, landscaping, roadside rest areas, sign removal, directional and information signs, soundwalls
Freeway/Expressway Performance Management	Non-ITS elements, performance monitoring, corridor studies
Non-capacity increasing local road rehabilitation	Pavement resurfacing, skid treatments
Non-capacity increasing local bridge rehabilitation/replacement/retrofit	
Local streets and roads operations and maintenance	Ongoing non-capital costs, routine maintenance

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Regional Air Quality and Climate Protection Strategies	Outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies
Local Air Quality and Climate Protection Strategies	Outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies
Regional Planning and Outreach	Regionwide planning, marketing and outreach
Transportation Demand Management	Continuation of ridesharing, shuttle, or vanpooling at current levels
Parking Management	Parking cash out, variable pricing, etc.

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## MEMORANDUM

**DATE:** February 24, 2011

**TO:** Community Advisory Working Group

**FROM:** Tess Lengyel, Manager of Programs and Public Affairs  
Beth Walukas, Manager of Planning

**SUBJECT:** Update on Outreach Activities

### Recommendations

This item is for information only.

### Summary

This memo provides an update to outreach activities in relation to the update of the Countywide Transportation Plan (CWTP) and development of the Transportation Expenditure Plan (TEP). This update reflects the changes to the outreach approach as approved by the Steering Committee on January 27, 2011.

The overall approach to the first phase of outreach for the CWTP-TEP development includes identification of project and program needs and education and involvement of the public, elected officials and stakeholders through the following efforts:

- Five evening community workshops throughout the County
- A toolkit for broad engagement of groups that may not be able to attend the workshops
- On-line questionnaire
- Poll
- On-going agency public outreach

### Community Workshops

Five community workshops have been scheduled throughout the County aimed at educating Alameda County residents, business members and elected officials about the transportation plans development and to receive input on projects and programs that could be included in the plan. These meetings have been advertised in newspapers throughout the County, broadly distributed through email and are on the Alameda CTC website. They are scheduled at the following times and locations:

**Thursday, February 24th — Oakland, 5:30-7:30pm**

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

**Monday February 28th — Fremont, 6:30-8:30pm**

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

**Wednesday March 9th — Hayward, 6:30-8:30pm**

Hayward City Hall—Conference Room 2A (777 B Street)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

**Wednesday March 16th — San Leandro, 6:30-8:30pm**

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

**Thursday, March 24th — Dublin, 6:30-8:30pm**

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

A follow-up round of workshops will be held in the fall of 2011 to provide an opportunity for review and comment on the draft plans.

**Outreach Toolkit Trainings and Presentations**

A Toolkit has been developed to allow broad engagement throughout the county on project and program needs that could be included in the plans, beyond that which can be reached with the public workshops. Only members of Alameda CTC's Community Advisory Committees, the Community Advisory Working Group, Technical Advisory Working Group, staff and Commission members will use the toolkit to gather input. Outreach toolkit trainings and general presentations have been made to the following advisory groups:

<b>Date</b>	<b>Advisory Group</b>
January 20th	Community Advisory Committee (CAC)
January 20th	Paratransit Advisory Planning Committee (PAPCO)
February 3rd	Community Advisory Working Group (CAWG)
February 8th	Paratransit Technical Advisory Committee (PTAC)
February 10th	Technical Advisory Working Group (TAWG)
February 10th	Bicycle and Pedestrian Advisory Committee (BPAC)

75 toolkits were prepared for distribution at the CAWG, TAC, TAWG and BPAC toolkit trainings. Toolkits will be provided to all Steering Committee members at the February 24<sup>th</sup> meeting.

Additional training for the use of the toolkit was held on Friday, February 18<sup>th</sup>, and a short instructional video about the outreach toolkit and how to use it was also posted to the project website on Friday, February 18<sup>th</sup> for those members unable to attend previous trainings  
<<http://www.alamedactc.org/outreachkitoverview>>.

### Completed Outreach Activities

To date, completed outreach kit materials, including session reporting forms and questionnaires have been received from the following groups.

Group	Participants
Extending Connection (United Methodist Church)	35
Fremont Freewheelers Bicycle Club	11
Union City Council	10
Union City Planning Commission	8
United Seniors of Oakland and Alameda County	17
West Oakland Seniors	20
<b>TOTAL</b>	<b>101</b>

In addition to these materials, completed questionnaire were collected at the CAC and PAPCO meeting. Overall we have received over 150 completed questionnaires, and community and technical advisory committee members have informed Alameda CTC of additional outreach efforts, some of which are noted below.

### Online Questionnaires

The online questionnaire is live and has over 124 responses so far. We anticipate this number to grow significantly as the availability of the questionnaire is advertised through email and outreach efforts increase.

### Planned Outreach Activities

Advisory group members have identified and committed to make presentations over the next six weeks at the meetings of the following organizations:

#### Group

- East Bay Bicycle Coalition
- City of San Leandro Senior Commission
- City of San Leandro Human Services Commission
- City of San Leandro Annual Planning Workshops for Paratransit service
- Oakland BPAC
- Oakland Yellowjackets
- Glen Eden Home Owners Association
- Fremont Freewheelers Bike Club

Senior Centers  
 United Seniors of Oakland and Alameda County (additional outreach)  
 Genesis  
 Corpus Christi Church  
 St. Mary's Center and HOPE Collaborative  
 Alameda County Area Agency on Aging  
 Oakland Metropolitan Chamber  
 Albany Strollers and Rollers  
 Maxwell Park Planning  
 San Leandro Youth Advisory Commission  
 City of Berkeley  
 City of Pleasanton Pedestrian/Bike Trails Committee  
 East Bay Paratransit Rider Advisory Committee  
 SEIU union members  
 Chambers of Commerce throughout the County  
 Allen Temple Arms Housing Complex

Alameda CTC's outreach consultant, MIG, is coordinating with the Advisory Committee members to ensure they have all the necessary materials and information to conduct their session and submit their collected materials in a timely manner. MIG will track the identified groups and compare them with the compiled list of stakeholder groups. Additional outreach activities with groups that advisory committees may not be able to reach will be identified and followed up with and to ensure there is no duplication of effort. A list of completed and planned activities will be updated on a weekly basis.

### **Poll**

Three polls will be conducted from March 2011 through spring 2012. Polling questions were identified through the CAWG, TAWG and Steering Committee. The Steering Committee is expected to review, comment on and approve the survey questions for the first survey on February 24, 2011. Feedback on the draft questions is being solicited from the CAWG and TAWG and their feedback will be presented to the Steering Committee on February 24<sup>th</sup>. The three surveys are described below as well as their implementation timeline.

### **Survey 1: Baseline Study**

The first survey will serve as a baseline study and will be conducted in early March 2011. It will be designed to capture information about what transportation projects and programs voters are interested in, as well as measuring potential support for a transportation sales tax measure. This baseline survey will provide a "starting point" for where the voting public currently stands on these issues.

### **Survey 2: Tracking & Measure Refinement Study**

The second survey will serve as a tracking study, measuring any changes in attitudes and opinions from the baseline research, as well as capturing additional feedback and opinions on specific projects and programs to further refine the design of the Transportation Expenditure Plan.

Building on the information gathered in the baseline study, this tracking study will provide additional input and details as we develop an efficient and effective sales tax measure. This survey will be conducted in fall 2011

**Survey 3: Final Check-In**

The third survey will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will be conducted shortly before the deadline for placing the measure on the ballot, with the aim of helping to make a “go, no go” decision on the measure. This survey will be conducted in spring 2012.

**On-going Agency Outreach**

Alameda CTC conducts regular outreach throughout the County in the form of business, local organizations, agency outreach and coordination, electronic newsletter distributions, executive director reports, web page updates, transportation forums and other public information fairs and events, as well as regular updates at Alameda CTC meetings and in meeting packets. At each of these, information is presented on the updates and development of the plans.

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**Telephone Survey of Alameda County Voters**

n=800

**REVIEW DRAFT FEB 18, 2011**

*Please note: This draft is a review draft, and includes notes in italics that address specific issues. These notes will not be in the final questionnaire, nor will they be shared with survey respondents.*

Hello, my name is \_\_\_\_\_, may I speak with **(NAME ON LIST)**. **(SPEAK TO NAME ON LIST ONLY)**

Hello, my name is \_\_\_\_\_, and I'm conducting a survey for EMC Research to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, and are collecting this information on a scientific and completely confidential basis.

**AGE FROM SAMPLE**

1. 18-29
2. 30-39
3. 40-49
4. 50-64
5. 65+
6. BLANK

**SUPERVISOR DISTRICT FROM SAMPLE**

1. 1
2. 2
3. 3
4. 4
5. 5

**1. SEX (Record from observation)**

1. Male
2. Female

**2. Are you registered to vote in Alameda County?**

1. Yes → CONTINUE
2. No → TERMINATE

**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?**

1. Right Direction
2. Wrong Track
3. (Don't Know)

4. What is the most important problem facing Alameda County today? **(OPEN END, 1 response)**
5. And what would you say is the most important transportation problem facing Alameda County today? **(OPEN END, 1 response)**

*Note: The two questions above will get us a good idea of where transportation ranks as an issue in peoples'minds.*

6. As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax and transportation expenditure plan that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County?
  1. Good thing
  2. Bad thing
  3. (Don't know)
7. There may be a measure on the ballot next year in Alameda County that would extend the current half cent sales tax to pay for an updated transportation expenditure plan to address the county's current and future transportation needs. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?  
**(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**
  1. Yes, approve
  2. (Lean yes)
  3. No, reject
  4. (Lean no)
  5. (Undecided/Don't know)
8. Supporters of this measure say Alameda County needs a way to secure long-term funding for road and transportation improvements so that we can address current needs while planning for the future. This measure will ensure that money collected here cannot be taken by the state, and will be spent on important road and transit improvements that will benefit all Alameda County residents. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?  
**(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**
  1. Yes, approve
  2. (Lean yes)
  3. No, reject
  4. (Lean no)
  5. (Undecided/Don't know)



Now I'd like to read you a list of things that could be included in the new transportation expenditure plan. For each one, please tell me how a high a priority it should be for the plan. 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;

**SCALE:**           1           2           3           4           5           |           6  
                     Not a priority at all                     Very high priority           |           (DK)

**(RANDOMIZE Qx-Qx)**

**BEFORE EACH QUESTION:** The (first/next) one is...

**AFTER EACH QUESTION AS NECESSARY:** How a high a priority should that be for the transportation expenditure plan? 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.

9.       Repairing and maintaining local streets and roads;
10.     Expanding the express bus system along our busiest streets and roads;
11.     Extending BART to Livermore;
12.     Extending commuter rail service over the Dumbarton Bridge to improve the connection to Silicon Valley;
13.     Improving and expanding ACE Train commuter rail service;
14.     Improving and expanding ferry service from Oakland and Alameda to San Francisco;
15.     Making it easier to get to work and school using public transportation;
16.     Expanding public transportation between major housing and job centers;
17.     Promoting use of public transportation for non-commute trips;
18.     Repairing and maintaining local highways;
19.     Widening highways to ease traffic congestion;
20.     Making local streets and roads safer and more efficient for all users, including cars, buses, bicyclists, and pedestrians;
21.     Expanding Highway 84;
22.     Making BART system improvements so they can run more trains more frequently;
23.     Building more BART stations along existing lines;
24.     Expanding transit service that feeds into BART stations;
25.     Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway;
26.     Expanding programs that support walking and biking, like a Safe Routes to Schools program;

**(END RANDOMIZE)**

27. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**
1. More money should go toward expanding and improving our streets, roads, and highways, because most people still need to drive their cars to get around. (or)
  2. More money should go toward expanding and improving public transit and encouraging people to use alternatives to driving, like walking, biking, and transit.
  3. (Both)
  4. (Neither)
  5. (Don't Know)
28. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**
1. More money should go toward repairing and maintaining our existing streets, roads, and highways (or)
  2. More money should go toward maintaining and operating our public transit systems and supporting alternatives to driving;
  3. (Both)
  4. (Neither)
  5. (Don't Know)
29. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**
1. More money should go to improving transportation services for seniors and people with disabilities (or)
  2. More money should go to expanding bicycle and pedestrian improvements;
  3. (Both)
  4. (Neither)
  5. (Don't Know)
30. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**
1. Both the half cent sales tax and transportation expenditure plan should be extended for 20 years (or)
  2. The half cent sales tax should be made permanent, with only the transportation expenditure plan subject to update and voter approval every 20 years;
  3. (Both)
  4. (Neither)
  5. (Don't Know)

31. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read “OR” between first and second statement)**
1. The half-cent sales tax should be extended at the same rate with a smaller set of funded projects (or)
  2. The sales tax should be increased by one quarter cent with a larger set of funded projects;
  3. (Both)
  4. (Neither)
  5. (Don’t Know)
32. Which of the following is closer to your opinion: **(ROTATE 1 & 2; Read “OR” between first and second statement)**
1. Taxes are already high enough; I’ll vote against any increase in taxes. (or)
  2. It is crucial to have high quality roads and public transit, even if it means raising taxes;
  3. (Both)
  4. (Neither)
  5. (Don’t Know)
33. Which of the following is closer to your opinion: **(ROTATE 1 & 2; Read “OR” between first and second statement)**
1. Improving our transportation system in Alameda County should be a high priority. (or)
  2. With the economy in recession and the state budget in crisis, we have more important priorities;
  3. (Both)
  4. (Neither)
  5. (Don’t Know)

Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

**Scale:**            1. Strongly agree                            2. Somewhat agree  
                      3. Somewhat disagree                4. Strongly disagree  
                      5. (Don't Know/Refused)

**(RANDOMIZE LIST-Qxx)**

- 34. Improving our streets, roads and public transit will create jobs and improve the local economy in the long run.
- 35. Our streets, freeways and public transportation have gotten worse over the last few years.
- 36. Taxes are just too high. I oppose any new tax measures no matter what they are for.
- 37. Improving public transportation can have a significant impact on reducing greenhouse gas emissions and slowing down climate change.
- 38. Improving public transportation can have a significant impact on local air quality and public health.
- 39. Improving public transportation can have a significant impact on reducing traffic.
- 40. Making it easier and safer to walk and bicycle in Alameda County can have a significant impact on reducing traffic.
- 41. We spend too much taxpayer money on public transportation systems that few people really use.
- 42. I would take public transportation more often if it were faster and more reliable.
- 43. Everyone should help pay for public transit, even if they don't use it, because it benefits all of us.
- 44. Everyone should help pay for public transit because we have a responsibility to provide high-quality transportation for seniors, students, low-income residents, and people with disabilities
- 45. Alameda County should have a world class transportation system like other urban areas.
- 46. Improving the use of technology on our roads and public transit systems in Alameda County can have a significant impact on reducing traffic.
- 47. Making it easier to move cargo through the Port of Oakland and throughout Alameda County supports local jobs and the economy.
- 48. Alameda County traffic makes things cost more because of the amount of time trucks sit in traffic on our roads and freeways.
- 49. Making it easier to move cargo by train would reduce the number of trucks on our roads and freeways and significantly improve traffic.
- 50. We should spend about the same amount on roadway improvements as we do on public transit improvements. *Note: This question will give us some idea of if they think about relative allocations & whether the current TEP is 'fair'.*

As you may know, there is a new state law that requires California to reduce the number of miles traveled by automobiles. I'm going to read you some pairs of things Alameda County could include in the new transportation expenditure plan that may help accomplish this goal. For each pair, please tell me which one you believe would be **more effective** at reducing the number of miles traveled by car in Alameda County.

SCALE: 1. Statement A                      2. Statement B                      3. (Both)                      4. (Neither)                      5. (Don't know)

**(RANDOMIZE LIST)**

- 51.     A. Increasing the frequency of bus transit service for local trips (or)  
       B. Expanding bus transit service to include more stops and destinations.
  
- 52.     A. Expanding BART and other rail transit service to new destinations (or)  
       B. Expanding bus transit service to include more stops and destinations.
  
- 53.     A. Increasing education and information about alternatives to driving (or)  
       B. Expanding BART and other rail transit service to new destinations.
  
- 54.     A. Completing the bicycle commute network (or)  
       B. Increasing the frequency of bus transit service for local trips.
  
- 55.     A. Expanding BART and other rail transit service to new destinations (or)  
       B. Building more housing and jobs around existing rail stations and major bus lines.
  
- 56.     A. Expanding bus transit service to include more stops and destinations (or)  
       B. Building more housing and jobs around existing rail stations and major bus lines.

Next I'd like to ask you a few questions about a different ballot measure that voters might decide in a future election.

- 57.     There may be a measure on the ballot in a future election that would increase the tax on gasoline in the Bay Area by 10 cents per gallon. This measure would pay for maintenance of local streets and roads as well as improvements to public transportation. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to oppose it?  
       **(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**
  - 1. Yes, approve
  - 2. (Lean yes)
  - 3. No, reject
  - 4. (Lean no)
  - 5. (Undecided/Don't know)

58. Supporters of this measure say that it makes sense to tax gasoline because it would pay for improvements that benefit everyone throughout the region, like better roads, more carpool lanes, and more reliable public transit. Opponents of this measure say it will place an unfair burden on people with long commutes to work or school, and local governments should make better use of existing taxes before asking for more.

Now that you've heard more about it, let me ask you again about a measure on the ballot in a future election that would increase the tax on gasoline in the Bay Area by 5 cents per gallon. This measure would pay for maintenance of local streets and roads as well as improvements to public transportation. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to oppose it?

**(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

Now I'd like to ask you a few questions for statistical purposes only.

59. In terms of your job status, are you employed, unemployed but looking for work, retired, a student, or a homemaker?
1. Employed → **ASK Qx**
  2. Unemployed → **SKIP TO Qx**
  3. Retired → **SKIP TO Qx**
  4. Student → **SKIP TO Qx**
  5. Homemaker → **SKIP TO Qx**
  6. (Other) → **SKIP TO Qx**
  7. (Don't know) → **SKIP TO Qx**

**(ASK Q61 IF Q60=1-"Employed")**

60. In what city do you work? **(OPEN-ENDED, ONE RESPONSE)**
1. (Berkeley)
  2. (Dublin)
  3. (Emeryville)
  4. (Fremont)
  5. (Hayward)
  6. (Livermore)
  7. (Milpitas)
  8. (Newark)
  9. (Oakland)
  10. (Pleasanton)
  11. (Sacramento)
  12. (San Francisco)
  13. (San Jose)
  14. (San Leandro)
  15. (Union City)
  16. (Walnut Creek)

17. (Other (specify \_\_\_\_\_))  
18. (Refused/Don't know)

**(RESUME ASKING EVERYONE)**

For each of the following, please answer Yes or No.

**SCALE:**

1. Yes
2. No
3. (Don't Know/Refused)

Do you or does anyone in your household...

61. Ride a bicycle to school or work?
62. Ride a bus to school or work?
63. Ride BART to school or work?
64. Carpool to school or work?
65. Drive alone to school or work?

66. Do you rent or own your home or apartment?

1. Rent/other
2. Own/buying
3. (Don't know/Refused)

67. Thinking about a political scale where 1 is very liberal and 7 is very conservative, where would you place yourself on that scale? **(Code 1-7, 8=Don't know)**

68. What is the last grade you completed in school?

1. Some grade school
2. Some high school
3. Graduated high school
4. Technical/Vocational
5. Some college
6. Graduated college [including Bachelors, BA]
7. Graduate/Professional [including Masters, PhD, etc]
8. (Don't know/Refused)

69. Would you consider yourself to be Hispanic or Latino, Black or African American, White, Asian or Pacific Islander, or something else?

1. Hispanic/Latino
2. Black/African-American
3. White
4. Asian or Pacific Islander
5. (Bi-racial/ Multi-racial)
6. Something else/ other
7. (Refused)

70. In what year were you born? **(Do not read categories, code as appropriate)**

1. 1936 or earlier (75+)
2. 1937-1941 (70-74)
3. 1942-1946 (65-69)
4. 1947-1951 (60-64)
5. 1952-1956 (55-59)
6. 1957-1961 (50-54)
7. 1962-1966 (45-49)
8. 1967-1971 (40-44)
9. 1972-1976 (35-39)
10. 1977-1981 (30-34)
11. 1982-1986 (25-29)
12. 1987-1993 (18-24)
13. (Refused)

**THANK YOU!**

**PARTY REGISTRATION FROM SAMPLE**

Democrat  
Republican  
DTS

**CITY CODE FROM SAMPLE**

Alameda  
Albany  
Berkeley  
Dublin  
Emeryville  
Fremont  
Hayward  
Livermore  
Newark  
Oakland  
Piedmont  
Pleasanton  
San Leandro  
Union City  
Other/Unincorporated





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## MEMORANDUM

**DATE:** February 24, 2011

**TO:** Community Advisory Working Group (CAWG)

**FROM:** Beth Walukas, Manager of Planning  
Tess Lengyel, Manager of Programs and Public Affairs

**SUBJECT:** Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

### Recommendations

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

### Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

### Discussion

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports 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.

### March 2011 Update:

This report focuses on the month of March 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in Attachment B. Highlights include MTC/Alameda CTC Call for Projects, MTC Committed Funding and Projects Policy, Financial Assumptions, ABAG's release of the Initial Vision Scenario, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

*1) RTP/SCS Work Element Proposals and Release of Initial Vision Scenario*

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecast assumptions;
- preliminary draft committed funds and projects policy (covered under agenda item 5.3): scheduled to be reviewed by MTC Committees in March as a draft and adopted as final in April,
- guidance for the call for projects (covered under agenda item 5.2),
- draft projects performance assessment approach, and
- transit capital, local streets and roads maintenance needs, and transit operation needs approach.

The supporting documentation can be found at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1617>.

*2) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario*

<b>Jurisdiction</b>	<b>Date to Council/Board</b>	<b>Type of item</b>	<b>Completed?</b>
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes
Newark	February 24		Yes
Oakland	February 15	Presentation to Council	Yes
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative)		
	January 29	District 1 Workshop	Yes
San Leandro	February 22	Working Session	Yes
Union City	January 25	Presentation	Yes

AC Transit	No presentation scheduled at this time		
BART	January 27		Yes

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC	March 24, 2011 April 28, 2011
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 10, 2011 April 14, 2011
CWTP-TEP Community Advisory Working Group	1 <sup>st</sup> Thursday of the month, 3:00 p.m. Location: Alameda CTC	March 3, 2011 April 7, 2011
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 1, 2011 April 5, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	No additional meetings scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011 April 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	March 24, 2011 April 28, 2011
CWTP-TEP Public Workshops	Schedule	February 24, 2011 (Oakland) February 28, 2011 (Fremont) March 9, 2011 (Hayward) March 16, 2011 (San Leandro) March 24, 2011 (Dublin)

**Fiscal Impacts:** None.

**Attachments:**

Attachment 11A: Summary of Next Quarter Countywide and Regional Planning Activities  
Attachment 11B: CWTP-TEP-RTP-SCS Development Implementation Schedule

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**Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities  
(March through May)**

Countywide Planning Efforts

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. In the March to May time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach on transportation needs and the Initial Vision Scenario.

Regional Planning Efforts

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 focusing on developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), assisting in presenting the Initial Vision Scenario to the public and City Councils and Boards of Directors; developing draft financial projections, adopting a committed transportation funding policy, releasing a call for projects, completing the work on targets and indicators for assessing performance of the projects and beginning the performance assessment.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

#### Key Dates and Opportunities for Input

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

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Will be completed by March 1.

Initial Vision Scenario Released: March 11, 2011

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 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 Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

Meeting													
		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			

Page 99

Calendar Year 2011

		2011					FY2011-2012		2011						
Task		January		February	March	April	May	June	July		August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process															
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmdh	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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings			
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings			2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum	No Meetings			
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012													
Alameda CTC Technical Work															
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists				Work with feedback on CWTP and financial scenarios		Technical work refinement and development of Expenditure plan, 2nd draft CWTP								
Polling	Conduct baseline poll										Polling on possible Expenditure Plan projects & programs				
Sustainable Communities Strategy/Regional Tra															
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		Release Detailed SCS Scenarios		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario		
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation			Draft Regional Housing Needs Allocation Methodology							
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy														



Calendar Year 2012

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																	
					Potential Go/No Go Poll for Expenditure Plan													
Polling																		
Sustainable Communities Strategy/Regional Trai																		
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							

Page 101

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TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Partnership Board

DATE: February 16, 2011

FR: Ashley Nguyen

W. I.

RE: **Regional Transportation Plan/Sustainable Communities: Overview**

MTC and ABAG, working in partnership with local jurisdictions, transportation agencies, and a broad range of community groups and stakeholders, are developing the Regional Transportation Plan/Sustainable Communities (RTP/SCS) as required by federal metropolitan transportation planning regulations and Senate Bill 375 (SB 375). The RTP/SCS is intended to accomplish two principal objectives:

1. Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
2. Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from automobiles and light trucks.

The RTP/SCS planning effort consists of four phases, as outlined below. Several activities are occurring in parallel which explain the overlap in dates between phases. Phase One is nearing completion, and key accomplishments completed under Phase One are noted below. Under Phase Two, MTC staff is rolling out key transportation elements that will inform the upcoming development of detailed land use-transportation scenarios. At your Partnership Board meeting, MTC staff will present and seek comments on the following transportation elements; (a) 25-year financial forecast assumptions, (b) draft committed funds and projects policy, and (c) draft project performance assessment methodology. All three items have previously been reviewed by the Partnership Technical Advisory Committee, SCS Regional Advisory Working Group, and MTC Policy Advisory Council.

- **Phase One: Performance Targets and Initial Vision Scenario** *March 2010 – March 2011*
  - **Greenhouse Gas Targets:** In September 2010, the California Air Resources Board established the Bay Area's targets of 7 percent per capita below 2005 levels by 2020 and 15 percent per capita below 2005 by 2035.
  - **Housing Target:** ABAG identified a formula for calculating the 25-year regional housing need. This is a specific calculation of the number of units needed to meet the target to house all the population of the region.
  - **Performance Targets:** In January 2011, MTC and ABAG approved a set of transportation and land-use performance targets that further define outcomes to be achieved through the RTP/SCS and will be used in the analysis of scenarios, projects and the plan itself.
  - **Initial Scenarios:** In January 2011, ABAG prepared an update to Projections 2009. This latest jobs, population and housing projections, along with the Transportation 2035 transportation network, shows how the Bay Area would develop through a continuation of present trends and policies reflected in current plans. Staff has labeled this scenario as

the “Current Regional Plans.” In addition, ABAG and MTC prepared an “Initial Vision Scenario” that shows how the region could accommodate an additional 267,000 housing units by directing development more to Priority Development Areas (PDAs) and to other locally-identified areas. Both scenarios are being evaluated against the ten performance targets. The results of the Current Regional Plans scenario was presented at the MTC Planning Committee meeting on February 9, 2011, and the Initial Vision Scenario results will be presented at a joint meeting of the MTC Planning Committee and ABAG Administrative Committee on March 11, 2011. Both scenarios will tee-up the development of more detailed SCS scenarios to show various ways to achieve the targets.

- **Phase Two: Scenario Planning, Transportation Policy and Investment Dialogue, and Regional Housing Need Allocation (RHNA) *January 2011 – February 2012***
  - **Transportation Finances & Policies:** MTC has begun to prepare the 25-year financial forecasts and policy on committed funds and projects. We will issue guidance on the call for projects, and request project submittals for the RTP/SCS by April 29, 2011. From May 2011 through early July 2011, MTC will assess project performance relative to RTP/SCS goals and targets attainment and cost-effectiveness. The performance results will help inform the transportation network to be tested in the various detailed SCS scenarios. The RTP/SCS investment strategy will be developed and discussed starting in fall 2011.
  - **Detailed SCS Scenarios:** Starting in mid-March 2011 through early July 2011, ABAG and MTC, with input from local governments and stakeholders, will identify one or more relatively constrained land-use/transportation alternatives to be tested against the greenhouse gas, housing and other performance targets. Trade-offs among the alternatives will be identified and debated upon the release of the results in fall 2011. The analysis and discussion will result in a preferred SCS scenario that will become the Draft SCS, which is to be identified by early 2012.
  - **Regional Housing Needs Allocation:** Over a 2-year period, ABAG will develop the Regional Housing Needs Determination and Allocation (RHND and RHNA, respectively) process as mandated by State law. The RHND is the projected regional need for housing (over an eight year planning period) expressed as the number of dwelling units (allocated among four income categories) required to meet that need. The RHNA is the allocation of the RHND among all jurisdictions in accordance with the adopted methodology. Per SB 375, the RHNA must allocate housing units within the region consistent with the SCS land-use pattern.
- **Phase Three: RHNA, Environmental/Technical Analysis and Plan Preparation *March 2012 – October 2012***
  - **Regional Housing Needs Allocation:** ABAG will prepare RHNA plan for adoption.
  - **Environmental/Technical Assessments:** MTC and ABAG will prepare an Environmental Impact Report on the RTP/SCS per the California Environmental Quality Act. The EIR will address streamlined CEQA review for certain residential and transit priority projects per SB 375. Other technical analyses are also prepared.
- **Phase Four: Plan Adoption *November 2012 – April 2013***
  - **RTP/SCS:** MTC and ABAG will prepare the RTP/SCS for adoption by both boards.

## 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 p.m. – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4:30 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 p.m. – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee March 24, 2011 12 – 2 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 p.m. – 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</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> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<p>packaging</p> <ul style="list-style-type: none"> <li>• Provide comments on Alameda County land use scenarios</li> <li>• Receive update on Call for Projects outcomes</li> <li>• Receive information on Financial projections and opportunities</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>• Discussion of Alameda County land use scenarios</li> <li>• Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i></li> <li>• Discussion of Financials for CWTP and TEP</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 p.m. – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4:30 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 in, 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> </ul>	<ul style="list-style-type: none"> <li>• Summary of workshop results and other outcomes</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.</i></li> <li>• Additional Analysis and Packaging of Projects for CWTP and Scoring and Screening for TEP</li> <li>• 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>• TAWG/CAWG/SC update</li> </ul>
	No June Meeting		
5	<p>CAWG July 7, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Provide comments on outcomes of project evaluation</li> <li>• Comment on outline of Countywide Transportation Plan.</li> <li>• Adopt TEP parameters and finalize strategy for selecting TEP projects and programs.</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 project/program selection</li> <li>• Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG presents to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>

	<b>Meeting Date/Function</b>	<b>Outcomes</b>	<b>Agenda Items</b>
6	CAWG September 1, 2011 2:30 p.m. – 5 p.m.  TAWG September 8, 2011 1:30 – 4:30 p.m.  Steering Committee September 22, 2011 12 – 2 p.m.	<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, including preferred land use and list of projects and programs (modeled results will be presented)</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: ABAG RHNA methodology and update on preferred SCS (ABAG presents to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>
7	CAWG November 3, 2011 2:30 p.m. – 5 p.m.  TAWG November 10, 2011 1:30 – 4:30 p.m.  Steering Committee December date to be determined	<ul style="list-style-type: none"> <li>• Comment on second draft of Countywide Transportation Plan</li> <li>• Review and provide input on first draft of Transportation Expenditure Plan Projects and Programs</li> <li>• Review results of second poll</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 result</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
8	CAWG January 5, 2012 2:30 p.m. – 5 p.m.  TAWG January 12, 2012 1:30 – 4:30 p.m.  Steering Committee January 26, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> <li>• Review and comment on draft of full TEP</li> <li>• Review outcomes of outreach meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Draft TEP</li> <li>• Presentation of Outreach Findings</li> <li>• Update on regional processes: ABAG update on preferred SCS (ABAG to present to TAWG)</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.

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

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# Alameda County Transportation Commission

## Community Advisory Working Group

	Category	Organization	Planning Area	Title	First Name	Last Name
1	Health	UC Berkeley Safe Transportation and Education Center	CW	Ms.	Lindsay S.	Arnold
2	Business	California Alliance for Jobs.	CW	Mr.	Joseph R.	Cruz
3	Business	Economic Development Committee (Oakland)	North	Ms.	Charissa M.	Frank
4	CWC Organization	Alameda County Taxpayer's Association	CW	Mr.	Arthur B.	Geen
5	Civil Rights/Env./Social Justice/Faith-based Adv.	Transportation Justice Working Group	CW	Ms.	Chaka-Khan	Gordon
6	CWC Organization	League of Women Voters	CW	Mr.	Earl	Hamlin
7	Education	Alameda County Office of Education	CW	Ms.	Unique S.	Holland
8	Civil Rights/Env./Social Justice/Faith-based Adv.	Urban Habitat	CW	Ms.	Lindsay S.	Imai Hong
9	Alameda CTC Community Advisory Committee	Alameda CTC CAC	CW	Dr.	Roop	Jindal
10	Education	Oakland Unified School District, Board of Education	North	Mr.	David	Kakishiba
11	Alameda CTC Community Advisory Committee	Alameda CTC CWC	CW	Ms.	JoAnn	Lew
12	Health	Davis Street Family Resource Center	Central	Ms.	Teresa	McGill
13	Civil Rights/Env./Social Justice/Faith-based Adv.	Genesis, and Corpus Christi Catholic Church (Piedmont)	North	Ms.	Gabrielle M.	Miller
14	CWC Organization	East Bay Bicycle Coalition	CW	Ms.	Elizabeth W.	Morris
15	Seniors/People with Disabilities	PAPCO	North	Ms.	Betty	Mulholland
16	Civil Rights/Env./Social Justice/Faith-based Adv.	United Seniors of Oakland and Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng

# Alameda County Transportation Commission

## Community Advisory Working Group

	Category	Organization	Planning Area	Title	First Name	Last Name
17	Civil Rights/Env./Social Justice/Faith-based Adv.	TransForm (Program Director)	CW	Ms.	Carli E.	Paine
18	CWC Organization	East Bay Economic Development Alliance	CW	Mr.	James W.	Paxson
19	CWC Organization	Sierra Club	CW	Ms.	Patrisha	Piras
20	Seniors/People with Disabilities	Alameda CTC PAPCO	East	Ms.	Carmen	Rivera-Hendrickson
21	CWC Organization	Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers
22	Business	Board of Director for the City of Fremont Chamber of Commerce	South	Dr.	Raj	Salwan
23	Civil Rights/Env./Social Justice/Faith-based Adv.	ElderCare (Fremont, CA) Ponderosa Squar Homeowners	South	Ms.	Diane	Shaw
24	Alameda CTC Community Advisory Committee	Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire
25	Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata
26	Health	Alameda County Public Health Department	CW	Ms.	Pam L.	Willow
27	Education	Vacancy	CW			



## MEMORANDUM

**DATE:** February 22, 2011

**TO:** Community Advisory Working Group

**FROM:** Tess Lengyel, Manager of Programs and Public Affairs  
Beth Walukas, Manager of Planning

**SUBJECT:** Response to CWTP-TEP Comments

**Recommendations:**

This item is for information only.

**Summary:**

Staff has created a strategy for receiving and reporting comments and responses on the Countywide Transportation Plan-Transportation Expenditure Plan (CWTP-TEP). The strategy includes submitting comments on line at the Alameda CTC website or via e-mail. Staff will compile comments and responses once a month and post on line prior to the Steering Committee meeting.

To submit comments on line, please see [http://www.alamedaactc.org/app\\_pages/view/1637](http://www.alamedaactc.org/app_pages/view/1637) or e-mail your comments to Diane Stark at [dstark@alamedaactc.org](mailto:dstark@alamedaactc.org).