



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee Meeting Agenda

**Thursday, December 1, 2011, 12 to 3 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612**

**Mayor Mark Green, Chair
Councilmember Kriss Worthington, Vice Chair**
(see back for members)

Meeting Outcomes:

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

12:00 p.m.	1. Welcome and Call to Order	
12:00 – 12:05	2. Public Comment	
12:05 – 12:10	3. Approval of November 17, 2011 Minutes <i><u>03 Steering Committee Meeting Minutes 111711.pdf</u></i> – Page 1	A
12:10 – 12:15	4. Update on CWTP-TEP Activities Since Last Meeting	I
12:15 – 12:45	5. Presentation of CWTP Second Round Evaluation Results <i><u>05 Presentation CWTP 2nd Round Evaluation Results.pdf</u></i> – Presented at the meeting <i><u>05A Memo CWTP 2nd Round Evaluation Results.pdf</u></i> – Posted online prior to the meeting	I
12:45 – 2:00	6. Presentation and Discussion of the Draft TEP <i><u>06 First Draft TEP.pdf</u></i> – Page 17 <i><u>06A Responses to TEP Comments.pdf</u></i> – Posted online prior to the meeting <i><u>06B Outreach Summary.pdf</u></i> – Posted online prior to the meeting	I

2:00 – 2:30	7. Recommendation to the Commission on the TEP <u>07 Memo TEP Recommendation.pdf</u> – Posted online prior to the meeting	A
2:30 – 2:40	8. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps <u>08 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u> – Page 63 <u>08A CWTP-TEP Committee Meetings Schedule.pdf</u> – Page 75	I
2:40 – 2:45	9. Member Reports	I
2:45 – 2:50	10. Staff Reports	I
2:50 – 3:00	11. Other Business	I
3:00 p.m.	12. Adjournment/Next Meeting: January 26, 2012, 12 to 3 p.m. at Alameda CTC	I

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

Steering Committee Members:

Mark Green, Chair
Mayor, City of Union City

Kriss Worthington, Vice Chair
Councilmember, City of Berkeley

Ruth Atkin, Councilmember
City of Emeryville

Tom Blalock, Director
BART

Suzanne Chan, Vice Mayor
City of Fremont

Scott Haggerty, Supervisor
County of Alameda

Greg Harper, Director
AC Transit

Olden Henson, Councilmember
City of Hayward

Jennifer Hosterman, Mayor
City of Pleasanton

Marshall Kamena, Mayor
City of Livermore

Rebecca Kaplan, Councilmember
City of Oakland

Nate Miley, Supervisor
County of Alameda

Larry Reid, Councilmember
City of Oakland

Rob Bonata, Vice-Mayor
Alternate, City of Alameda

Luis Freitas, Vice Mayor
Alternate, City of Newark

Tim Sbranti, Mayor
Alternate, City of Dublin

Joyce Starosciak, Councilmember
Alternate, City of San Leandro

Staff Liaisons:

Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, tlengyel@alamedactc.org
Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

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

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

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

This page intentionally left blank.



**Countywide Transportation Plan Update and Transportation Expenditure Plan
Development Steering Committee Meeting Minutes
Thursday, November 17, 2011, 12 p.m., 1333 Broadway, Suite 300, Oakland, CA**

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

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

1. Welcome and Call to order

Chair Mark Green called to order the Countywide Transportation Plan (CWTP) Update and Transportation Expenditure Plan (TEP) Development Steering Committee meeting at 12:05 p.m.

Mayor Green stated that Alameda CTC's outreach to educate and inform the public has been very broad. Alameda CTC and the CWTP-TEP Steering Committee have been open to all interests, and the agency welcomes the input and feedback from the community. Mayor Green informed the attendees that Alameda County needs two-thirds of the voter approval in November 2012 to approve the measure. He said the committee needs to keep in mind that Assembly Member Wieckowski's Assembly Bill 1806 will expire next year, and if the TEP does not pass, it will be an extensive and time-consuming process to get the state to approve it a second time. Mayor Green encouraged the attendees to stay focused on the future and the opportunities this kind of measure offers. The TEP in the packet is not the final document, and Alameda CTC is seeking input to make it the best possible plan to receive the required votes for the measure to pass.

2. Public Comment

There were no public comments on items not on the agenda.

3. Approval of October 27, 2011 Minutes

Supervisor Scott Haggerty moved to approve the October 27, 2011 minutes as written.

Councilmember Olden Henson seconded the motion. The motion carried unanimously 12-0.

Director Greg Harper mentioned that at the last meeting, he requested a cross tab of the poll showing the programs and projects that were favored by voters who support the TEP versus those that were favored by voters who did not support the TEP. Staff indicated that the information is located on the Alameda CTC website.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that outreach on the CWTP and TEP was completed on November 3, 2011 and the second-round evaluation of the CWTP was initiated. Three chapters of the draft TEP are in the agenda packet for the committee's consideration and commentary.

5. Update on the Second Draft CWTP

Beth Walukas gave a presentation on the second draft of the CWTP. The comments received on the administrative draft CWTP resulted in staff revising the draft list of projects and programs, which are in the agenda packet starting on page 13. Compared to the CWTP evaluation performed in the summer, staff revised the approach and inputs to perform the second performance evaluation of projects and programs. Beth provided the Steering Committee with the December timeline for the completion of the second draft CWTP.

Director Greg Harper commented that on page 31, the *Summary of Program Allocation by Category* lists two transit categories dealing with either capacity or service expansion for the bus operator, and he asked for clarification on the difference between the two. Is there a distinction that AC Transit should be aware of? Staff stated that there are 15 categories in the CWTP, and seven are in the TEP. Alameda CTC will align the CWTP and the TEP at a later point. Staff has worked with the transit operators, including AC Transit, to develop CWTP program categories for transit that are relevant and useful. The Transit Enhancements, Expansion and Safety Program includes projects that support transit capital/vehicle rehabilitation, transit capital replacement, vehicle/fleet expansion, safety and security for passengers, access, expansion and amenities at stations and stops, system capacity and communications improvements, maintenance facilities expansion and enhancements, and a green/environmental program. The Transit and Paratransit Operations and Maintenance Program emphasizes projects that support restoration and transit priority measures, fare incentives, and preventive maintenance. In the TEP, Alameda CTC merged the categories into one category and they will likely be merged in the final CWTP.

Public comments:

- *John Knox White affiliated with Alameda Transit Advocates* asked the Steering Committee to look at the total project costs not just those costs funded by County funding sources while doing analysis for geographic equity. The CWTP will be the plan to drive the use of transportation regional funds. He said we should be knowledgeable of what we're approving before moving forward. John requested that the Steering Committee direct staff to include that analysis before going forward.

6. Presentation and Discussion on Draft TEP Guidelines and Preliminary Lists of Projects and Programs

Tess Lengyel gave a presentation on the draft TEP and the preliminary list of projects and programs. The TEP will be a four-chapter document, three of which are in the agenda packet in draft form. Staff will include Chapter 2 for a discussion of the entire draft TEP at the December 1 Steering Committee. Chapter 2 will be based on the preliminary lists of projects and programs released. Comments received on the draft list will be addressed at the December 1 Steering Committee meeting. The presentation on the three draft chapters covered:

- Developing the TEP and how Alameda CTC derived the projects and programs from the CWTP
- How Alameda CTC developed the project/program packages
- Key October 2011 poll findings
- Findings from the Fall 2011 outreach
- How the key findings influenced the TEP development
- Overview of projects and programs
- Projects and programs by agency
- Review of new measure funding by mode and category
- The current TEP timeline
 - December 1 – First draft TEP to the Steering Committee
 - December 8 – First draft TEP to CAWG/TAWG
 - December 16 – Final draft TEP to the Alameda CTC Board for Adoption
 - Beginning of 2012 – Final TEP to the City Councils

A member requested that staff explain the “pots of money” that stay within a mode. Staff stated that in the draft plan, each mode has a level of funding. If a project within a mode demonstrates that it's not able to meet the 7-year deadline for environmental clearance and is unable to establish a full funding plan, then Alameda CTC will distribute that money to other projects within that mode.

Public comments:

During the meeting, participants provided over 50 comments about the draft TEP. Staff will post to the website the full, detailed comments prior to the December 1, 2011 meeting. Highlights of the types of public comments expressed include the following:

- A supporter thought the Measure should go back to funding freeways.

- Some supporters want to ensure expanding BART to Livermore will happen with the new measure, while others spoke against the project.
- Supporters want to increase the allocation for the Bicycle and Pedestrian Program and fully fund the Countywide Bicycle and Pedestrian Plans.
- Supporters want to restore AC Transit bus routes.
- Supporters want the new measure to provide a free student pass.
- Supporters want to increase the allocation for the Local Streets and Roads Program.
- Supporters/advocates that submitted a Community Vision Platform outlined an expenditure plan that they want Alameda CTC to adopt versus the draft TEP included in the agenda packet.

Questions/feedback from the members:

- Overall, the committee appreciated the many viewpoints expressed. The committee assured the public that Alameda CTC and the elected officials have “open ears” and are listening to the comments and feedback communicated both verbally and in writing.
- In general, the committee was impressed with Supervisor Carson bringing the community together to generate the Community Vision Platform. However, the points made in the Community Vision Platform document are not all inclusive or representative of Alameda County as a whole. For example, if the City of Livermore wants the BART to Livermore project, it would be irresponsible of the Steering Committee to say they cannot have it. The committee expressed that as elected officials they have a responsibility to represent all communities in the county to the best of their ability.
- The Steering Committee requested that Alameda CTC staff analyze the Community Vision Platform and the letter from AC Transit and provide feedback to them on December 1. The analysis will determine if the draft TEP has a procedural flaw that Alameda CTC should address prior to finalizing the TEP.

Additional comments from the members:

- Staff should consider changing the timeline for the final TEP draft to the full Alameda CTC Board to January instead of December 16.
- Consider showing the student pass explicitly as a separate line item on the list of TEP projects and programs.
- Modify the text for the Bicycle and Pedestrian Program to include/add “bike stations”: one in Berkeley and one at 19th Street in Oakland.
- A member stated concerns that certain projects will have a large impact on the BART fare box when/if they are implemented. The projects mentioned are: BART to Livermore, Warm Springs Extension, and the Oakland Airport Connector. The member supports placing the funds on the program side so BART can support the gap in costs. The member requested that Alameda CTC staff provide a method to move funds without impacting the BART to Livermore project.
- Add the words “quiet zone” where grade separations are mentioned in the plan.

- Provide additional information about BART's current state of operations and what issues it is facing regarding maintenance and expansion.
- Information was requested about what percentage of the 40 percent of Bay Area congestion that is in Alameda County starts and ends in Alameda County, especially since the amount of particulate matter from the Bay Bridge impacts the health of Emeryville and West Oakland residents.

7. Presentation and Discussion on Public Outreach Results

Carolyn Verheyen gave a presentation on the initial findings of public participation in the public outreach efforts. The purpose of the fall 2011 round of outreach is as follows:

- Provide an overview of the purpose of the CWTP and the TEP.
- Present and gather input on the preliminary TEP projects and programs and the allocation.
- Engage participants in identifying transportation improvements that they could support in a TEP.

Public Comment:

- *Sanjiv Handa with East Bay News Service* wanted to cover two items:
 - 1) It's become increasingly difficult to find information in the media, and one of the difficulties is that a lot of misinformation exists in terms of what is happening.
 - 2) Regarding the sales tax and the extension of the measure, based on an audit done in the Bay Area, local jurisdictions have over-collected on the sales tax by approximately 90 percent. Sanjiv will bring this to the governor next week, and hopefully, he will bring it to the attention to the Board of Equalization.

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

Public Comments:

- *Sanjiv Handa with East Bay News Service* stated that one of the functions of the Steering Committee should be to address issues in the community. For example, the Association for Police and Sheriffs is not following the rules of the Brown Act. Five years ago, the court passed a law for this nonprofit group to comply with the Brown Act. Sanjiv asked the Steering Committee to remind the Association of this.

9. Member Reports

None

10. Staff Reports

None

11. Other Business

None

12. Adjournment/Next Meeting

The meeting adjourned at 3:20 p.m. The next meeting is scheduled for December 1, 2011.

This page intentionally left blank.



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Attachment A

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
Countywide Transportation Plan Update
and Transportation Expenditure Plan Development Steering Committee
ROSTER OF MEETING ATTENDANCE
November 17, 2011
1333 Broadway, Suite 300, Oakland, CA 94612**

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
City of Union City	Mayor Mark Green, Chair	<i>[Signature]</i>	Vice- Mayor Rob Bonta	
City of Berkeley	Councilmember Kriss Worthington, Vice Chair	<i>[Signature]</i>	Vice-Mayor Luis Freitas	<i>[Signature]</i>
County of Alameda	Supervisor Scott Haggerty	<i>[Signature]</i>	Mayor Tim Sbranti	
County of Alameda	Supervisor Miley	<i>[Signature]</i>	Councilmember Joyce Starsciak	
City of Emeryville	Councilmember Ruth Atkin	<i>RA</i>		
BART	Director Tom Blalock	<i>[Signature]</i>		
AC Transit	Director Greg Harper	<i>[Signature]</i>		
City of Fremont	Vice Mayor Suzanne Chan	<i>[Signature]</i>		
City of Hayward	Councilmember Olden Henson	<i>[Signature]</i>		
City of Pleasanton	Mayor Jennifer Hosterman	<i>[Signature]</i>		
City of Livermore	Mayor Marshall Kamena	<i>[Signature]</i>		
City of Oakland	Councilmember Rebecca Kaplan	<i>[Signature]</i>		
City of Oakland	Councilmember Larry Reid			



STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director		Gladys Parmelee – Office Supervisor	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Vanessa Lee – Clerk of the Commission	<i>Vanessa Lee</i>
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance		Angie Ayers – ACTC Staff	
Stewart Ng, Director of Programming and Project		Yvonne Chan – Accounting Manager	
Matt Todd - Manager of Programming		Lei Lam – Senior Accountant	
Saravana Suthanthira - Senior Transportation Planner		Sammy Ng – Senior Accountant	
Diane Stark - Senior Transportation Planner		Seung Cho – Contract Procurement Analyst	
Steve Haas – Senior Transportation Engineer		Patty Seu - Accountant	
John Hemiup – Senior Transportation Engineer		Linda Adams – Executive Assistant	
Vivek Bhat - Senior Transportation Engineer		Victoria Winn – Administrative Assistant III	
Arun Goel – Project Controls Engineer		Claudia Leyva - Administrative Assistant III	
Jacki Taylor – Programming Analyst		Frank R. Furger – Executive Director, I-680 JPA	
Laurel Poeton – Assistant Transportation Planner		James O'Brien	
<i>Bonnie Nelson</i>		Stefan Garcia	
<i>Zach Wasserman</i>	<i>ZW</i>	<i>Anagha D Chitambar</i>	<i>ADC</i>



ALAMEDA COUNTY TRANSPORTATION COMMISSION
Countywide Transportation Plan Update
and Transportation Expenditure Plan Development Steering Committee
November 17, 2011
1333 Broadway, Suite 300, Oakland, CA 9461

PUBLIC SIGN IN SHEET

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1.	Linda Jeffery Saylor	Livermore	(925) 449-7274	madammayp@comcast.net
2.	Kathy Streeter	Livermore	925 447-8924	K.Streeter@comcast.net
3.	BOB BALTZER	1	725 447-8901	
4.	Dathaid Mann	Livermore	925 447-3672	
5.	Ryan Chan	Oakland	510 987-9406	ryan.chan@ucop.edu
6.	Claudia Escobar	OAKLAND	415 516 4842	escobar.cpe@gmail.com
7.	Jane Kramer	STAND	510-522-6423	jane@jrkramer.com
8.	David Lyons	Oakland	510-325-1268	df@friscoed.com
9.	Marcy Rein	Richmond	510 847 4443	
10.	Baby Miller	Genesis	510 436 0265	
11.	PRICKA MYSKALSKI	94605	510-827-8776	Brian
12.	Brian Mynors	Oakland	(209) 658-0503	
13.	Samuel Delfin-Polk	Oakland		
14.	Pat Pua			
15.	Clarrissa Cabansagan	Urban Habitat	(415) 981-8984	clarrissa@urbanhabitat.org
16.	Steve Geller	TRANS-Farm		sgeller@transfarm.org
17.	Colin Miller	Bay Localize	(415) 703-4837	colin@baylocalize.org
18.	Dennis Fogale	Oakland	(510) 465-7192	dennis.fogale@baylocalize.org
19.	Doreen Hamblat	Oakland	323-854-2597	doreen.hamblat@ebc.com
20.	Angel Starr	Oakland	510 938 4913	
21.				



22. Sneela Guna Cushman, San Lorenzo

23. Warren Cushman, San Lorenzo

24. Lisa Ogren, Losob

25. Rebecca Tumpsty, Oakland

26. Matthew Garber, Oakland

27. Roxanne Cruz, Oakland

28. Guy Martin Wayward

- 29. _____
- 30. _____
- 31. _____
- 32. _____
- 33. _____
- 34. _____
- 35. _____
- 36. _____
- 37. _____
- 38. _____
- 39. _____
- 40. _____
- 41. _____
- 42. _____
- 43. _____
- 44. _____
- 45. _____
- 46. _____
- 47. _____
- 48. _____
- 49. _____



ALAMEDA COUNTY TRANSPORTATION COMMISSION
Countywide Transportation Plan Update
and Transportation Expenditure Plan Development Steering Committee
November 17, 2011
1333 Broadway, Suite 300, Oakland, CA 9461

PUBLIC SIGN IN SHEET

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1.	JOAN McPARTLAND	BART	510-915-7972	JMcPARTLAND@BART.gov
2.	Bob Vinn	Livermore	925 960 4516	bvinn@ci.livermore.ca.us
3.	Wynn Kageyama	Fremont	510-659-1360	davitosnyder@yahoo
4.	Andy Slivka	Alameda	510-581-7817	aslivka@uccrc.org
5.	Carla de la Cruz	BART	925 426 0220	
6.	Mike Tassano	Pleasanton	925 931-5670	MTASSANO@ci.Pleasanton.ca.us
7.	Carol Hilton	Livermore	925-443-3849	carolehilton@comcast.net
8.	Tom Willging	East Bay Bicycle Coal.	510-835-0159	twillgiving@gmail.com
9.	Tom Mullarkey	IBEW	925-383-1549	tom@ibew545.org
10.	Thomas Fregoso	ACTC/Genesis	310-938-6302	tom@stjohnsoakland.org
11.	Krista Fregoso	ACTC/Genesis	310-938-6257	krista@stjohnsoakland.org
12.	Don Lee	BART	(510) 461-1222	dlee@bart.org
13.	ROSEMARY CHENSON	EBBC	510 987-0085	rchenyson@yahoo.com
14.	Artemio Cardenas	Fremont!!!	510-552-4335	aecardenas@lans.usfca.net
15.	Jana Lane	Oakland	510.531.2003	janalane@comcast.net
16.	Mahasin Abdul-Salam	Genesis	510 978-8510	center4learningbynature@gmail.com
17.	Bruce Wilkins	Oakland	510-233-7225	
18.	Carolyn Richardson	cycles of Change	917 957-6978	dyn.rich@gmail.com
19.	Ashley Kaplan	MVSD	415 774 6855	
20.	Aneesh Abdel	CUSD	510 688 0843	
21.	KEVIN GONZALEZ	METWEST		metwest@comcast.net



ALAMEDA

County Transportation
Commission

1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

50. Bonnie Wehmann, EBBC Bike Alameda
51. Jerry Castaneda NCCRC
52. Marco Hernandez NCCRC
53. John Brown NCCRC
54. Pedro Torres NCCRC
55. Antonio Simoes NCCRC
56. Rosalee Ojeda NCCRC
57. Vanessa Bridges NCCRC
58. Shannon Tracey Walk Oakland Bike Oakland
59. Eddie Perez metwest
60. IRIS STARR City of Oakland
61. Amy SHRAGO Sup CARSON'S OFFICE
62. H. E. Christian Peoples AC Transit
63. Claire Kiskey Bus Riders U. Gray Panthers
64. Alison Horton EBBC
65. Manolo Gonzalez-Estey TRANSFORM
66. Carolyn Verheyen M/G
67. BETTE INGRAHAM MD GENESIS
68. _____
69. _____
70. _____
71. _____
72. _____
73. _____
74. _____
75. _____
76. _____
77. _____



ALAMEDA COUNTY TRANSPORTATION COMMISSION
Countywide Transportation Plan Update
and Transportation Expenditure Plan Development Steering Committee
November 17, 2011
1333 Broadway, Suite 300, Oakland, CA 9461

PUBLIC SIGN IN SHEET

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1. Matt Nichols	City of Berkeley		
2. Richard	Livermore	925-447-8907	dickrison@comcast.net
3. Pat Schwin		510.339.2666	PSchwin@earthlink.net
4. Marcus Eichenberg	WOBO	415-350-2815	mbeichenberg@yahoo.com
5. Steve T			tracy.steve@att.net
6.			
7. Troyan	Oakland	232-3961	
8. Neil Sinclair	Richmond	557-1400	nsinclair@payborstan.com
9. Denis Cuff	Co Co Times		dcuff@bayarearenewspaper.com
10. SANJIV HANNA		510-868-3408	
11. EAST BAY NEWS SERVICE	Fix Oakland		@aol.com
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			



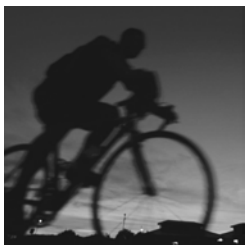
22. Marene O'Hara ATC
23. Darren Nelson CIA
24. Robert Prinz EBBC
25. Glenda Barnhart EBBC
26. Propelwa Lopez
27. Tom O'Neill Friends of Vineyard-Liver.
28. Michael Sorda Genesis
29. Scott Ratz
30. Brian Geiser citizen/friend of EBBC
31. MATT WANDER SLUIS CA
32. Robert S. Allen ^{223 Denner Ave} Livermore CA 94551-4240
- 33.
- 34.
- 35.
- 36.
- 37.
- 38.
- 39.
- 40.
- 41.
- 42.
- 43.
- 44.
- 45.
- 46.
- 47.
- 48.
- 49.



78. John Knox White Alameda Transit Advocates
79. Elizabeth Wharton Genesis -
80. FR. JOHN RAWLINSON ST. JAMES EPISCOPAL CHURCH
81. MIRA ARMSTRONG M. Armstrong
- 82.
- 83.
- 84.
- 85.
- 86.
- 87.
- 88.
- 89.
- 90.
- 91.
- 92.
- 93.
- 94.
- 95.
- 96.
- 97.
- 98.
- 99.
- 100.

This page intentionally left blank.

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Draft

November 2011

ACKNOWLEDGEMENTS

ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS

Supervisor Scott Haggerty,* Alameda County, District 1
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley,*Alameda County, District 4
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta,*City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbranti,* City of Dublin
Councilmember Ruth Atkin,* City of Emeryville
Vice Mayor Suzanne Chan,* City of Fremont
Councilmember Olden Henson,* City of Hayward
Mayor Marshall Kamena,* City of Livermore
Councilmember Luis Freitas,* City of Newark
Councilmember Larry Reid,* City of Oakland
Councilmember Rebecca Kaplan,* City of Oakland
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman,* City of Pleasanton
Councilmember Joyce Starosciak,*
City of San Leandro
Mayor Mark Green,* City of Union City
Director Greg Harper,*AC Transit
Director Tom Blalock,* BART
Councilmember Kriss Worthington,* City of Berkeley
(Steering Committee Only)
**Steering Committee Members*

COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS

Charissa M. Frank, Economic Development
Committee (Oakland)
Andy Fields, California Alliance for Jobs
Arthur B. Geen, Alameda County
Taxpayer's Association
Chaka-Khan Gordon, Transportation Justice
Working Group
Earl Hamlin, League of Women Voters

Unique S. Holland, Alameda County Office of Education
Lindsay S. Imai Hong, Urban Habitat
Dr. Roop Jindal, Alameda CTC CAC
David Kakishiba, Oakland Unified School District,
Board of Education
JoAnn Lew, Alameda CTC CWC
Teresa McGill, Davis Street Family Resource Center
Gabrielle M. Miller, Genesis, and Corpus Christi Catholic
Church (Piedmont)
Betsy Morris, East Bay Bicycle Coalition
Betty Mulholland, PAPCO
Eileen Y. Ng, United Seniors of Oakland and Alameda
County (USOAC)
James W. Paxson, East Bay Economic
Development Alliance
Patrisha Piras, Sierra Club
Joel Ramos, TransForm (Community Planner)
Anthony R. Rodgers, Alameda County Labor Council
Dr. Raj Salwan, Board of Director for the City of Fremont
Chamber of Commerce
Diane Shaw, ElderCare (Fremont, CA) Ponderosa Square
Homeowners Association
Sylvia Stadmire, Alameda CTC PAPCO
Midori Tabata, Alameda CTC BPAC
Pam L. Willow, Alameda County Public Health Department
Hale Zukas, Alameda CTC PAPCO

TECHNICAL ADVISORY WORKING GROUP (TAWG) MEMBERS

Alex Amoroso, City of Berkeley
Aleida Andrino-Chavez, City of Albany
Eric Angstadt, City of Oakland
Marisol Benard, New Haven Unified School District
Kate Black, City of Piedmont
Jeff Bond, City of Albany
Jaimee Bourgeois, City of Dublin
Charlie Bryant, City of Emeryville
Mintze Cheng, City of Union City
Keith R. Cooke, City of San Leandro
Wendy Cosin, City of Berkeley
Brian Dolan, City of Pleasanton

ACKNOWLEDGEMENTS

Soren Fajeau, City of Newark - Engineering Division
Jeff Flynn, Livermore Amador Valley Transit Authority
Don Frascinella, City of Hayward
Susan Frost, City of Livermore
Jim Gannon, Fremont Unified School District
Robin Giffin, City of Pleasanton
Mike Gougherty, Water Emergency Transportation Authority
Terrence Grindall, City of Newark
Cindy Horvath, Alameda County Planning
Diana Keena, City of Emeryville
Paul Keener, Alameda County Public Works Agency
Obaid Khan, City of Alameda - Public Works Department
Wilson Lee, City of Union City
Tom Liao, City of San Leandro
Albert Lopez, Alameda County
Joan Malloy, City of Union City
Gregg Marrama, BART
Val Menotti, BART
Neena Murgai, CAPE
Matt Nichols, City of Berkeley
Erik Pearson, City of Hayward
James Pierson, City of Fremont
Jeri Ram, City of Dublin
David Rizk, City of Hayward
Marc Roberts, City of Livermore
Brian Schmidt, ACE Rail
Peter Schultze-Allen, City of Emeryville
Jeff Schwob, City of Fremont
Tina Spencer, AC Transit
Iris Starr, Public Works Agency
Mike Tassano, City of Pleasanton
Lee Taubeneck, Caltrans
Andrew Thomas, City of Alameda
Jim Townsend, East Bay Regional Park District (EBRPD)
Bob Vinn, City of Livermore
Marnie Waffle, City of Dublin
Bruce Williams, City of Oakland
Stephen Yokoi, Caltrans
Karl Zabel, Hayward Area Recreation and Park District (HARD)

ALAMEDA CTC STAFF

Art Dao, Executive Director
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning

CONSULTANTS

Nelson\Nygaard Consulting Associates
Cambridge Systematics
Nancy Whelan Consulting
MIG, Inc.
Eisen | Letunic
Community Design + Architecture

TABLE OF CONTENTS

Page

BACKGROUND AND SUMMARY.....	1-1
TRANSPORTATION INVESTMENTS	2-1
GOVERNING BOARD AND ORGANIZATIONAL STRUCURE.....	3-1
IMPLEMENTING GUIDELINES	4-1

APPENDICES

A. Full List of TEP Investments by Mode



BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

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

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

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

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

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

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

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

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

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

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

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

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

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

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

HOW THIS PLAN WAS DEVELOPED

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

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

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

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

VISION AND GOALS

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

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

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

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

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

TAXPAYER SAFEGUARDS

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

Local Funds Spent Locally

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

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 **Summary of Investments by Mode**

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



TRANSPORTATION INVESTMENTS

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

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

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

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

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

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (45%)

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

LOCAL STREETS AND ROADS (30%)

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

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

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

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

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

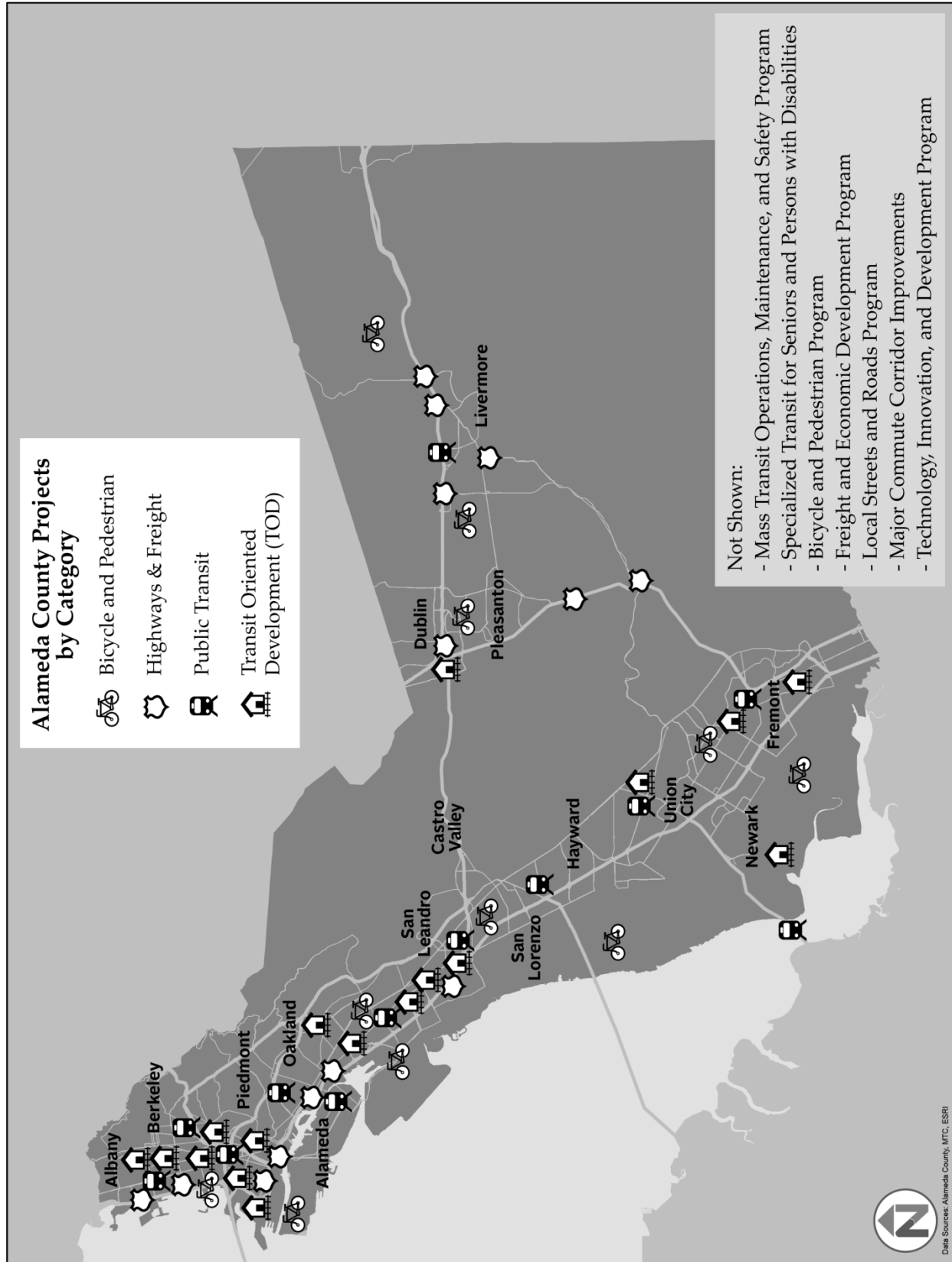
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

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

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

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

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



PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



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

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

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

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

The proposed Transit Operations program has two primary components:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)

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

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

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

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

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

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

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

BUS TRANSIT INVESTMENTS



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

Not Shown:

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

BART SYSTEM MODERNIZATION AND EXPANSION (\$710 M)

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

BART Extension to Livermore (\$400 M)

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

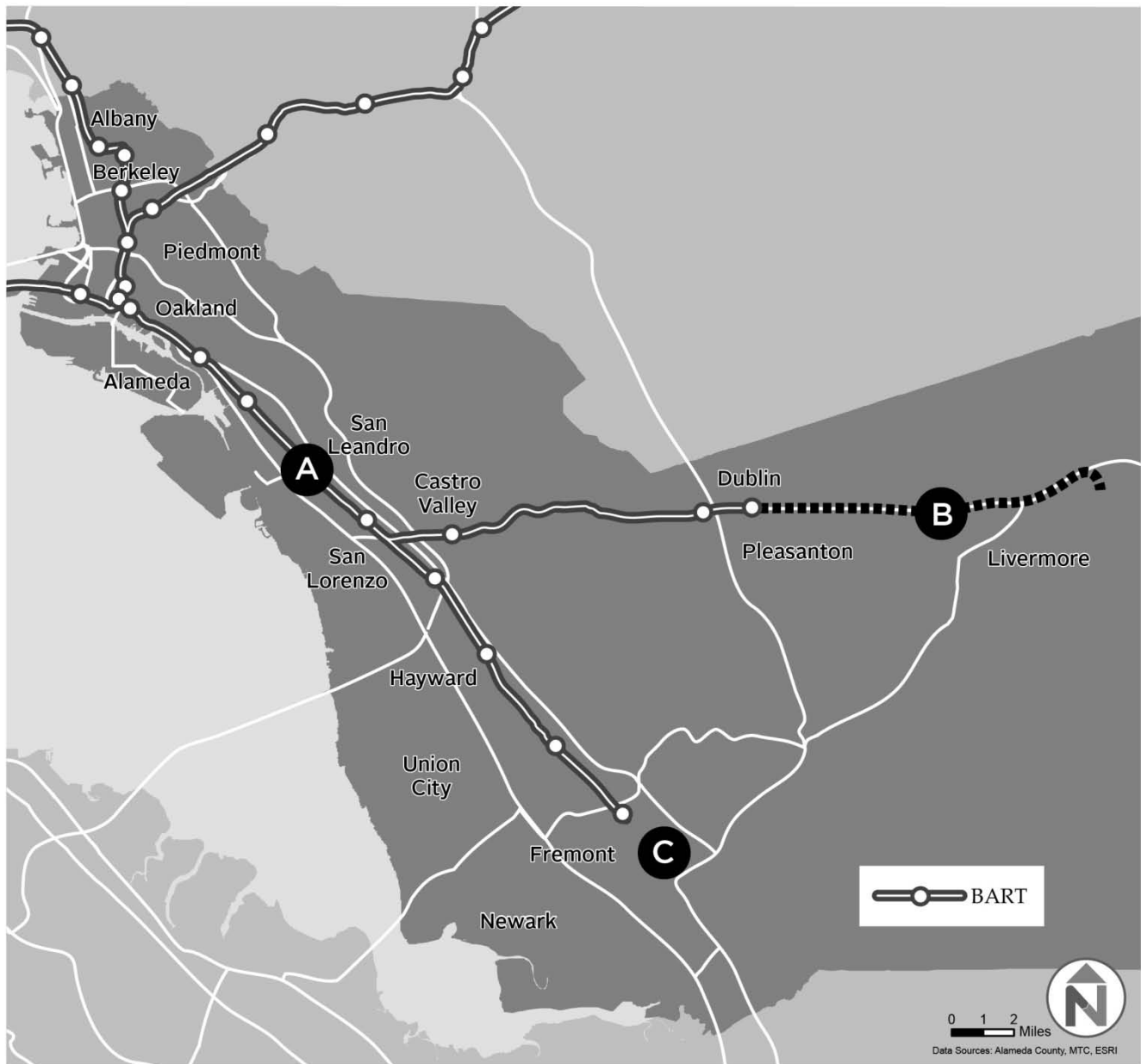
BART Core System Capacity Enhancements (\$310 M)

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

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

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

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

BART INVESTMENTS

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

Not Shown:

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

REGIONAL RAIL ENHANCEMENTS (\$355 M)

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

Dumbarton Rail Corridor Implementation (\$120 M)

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

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

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

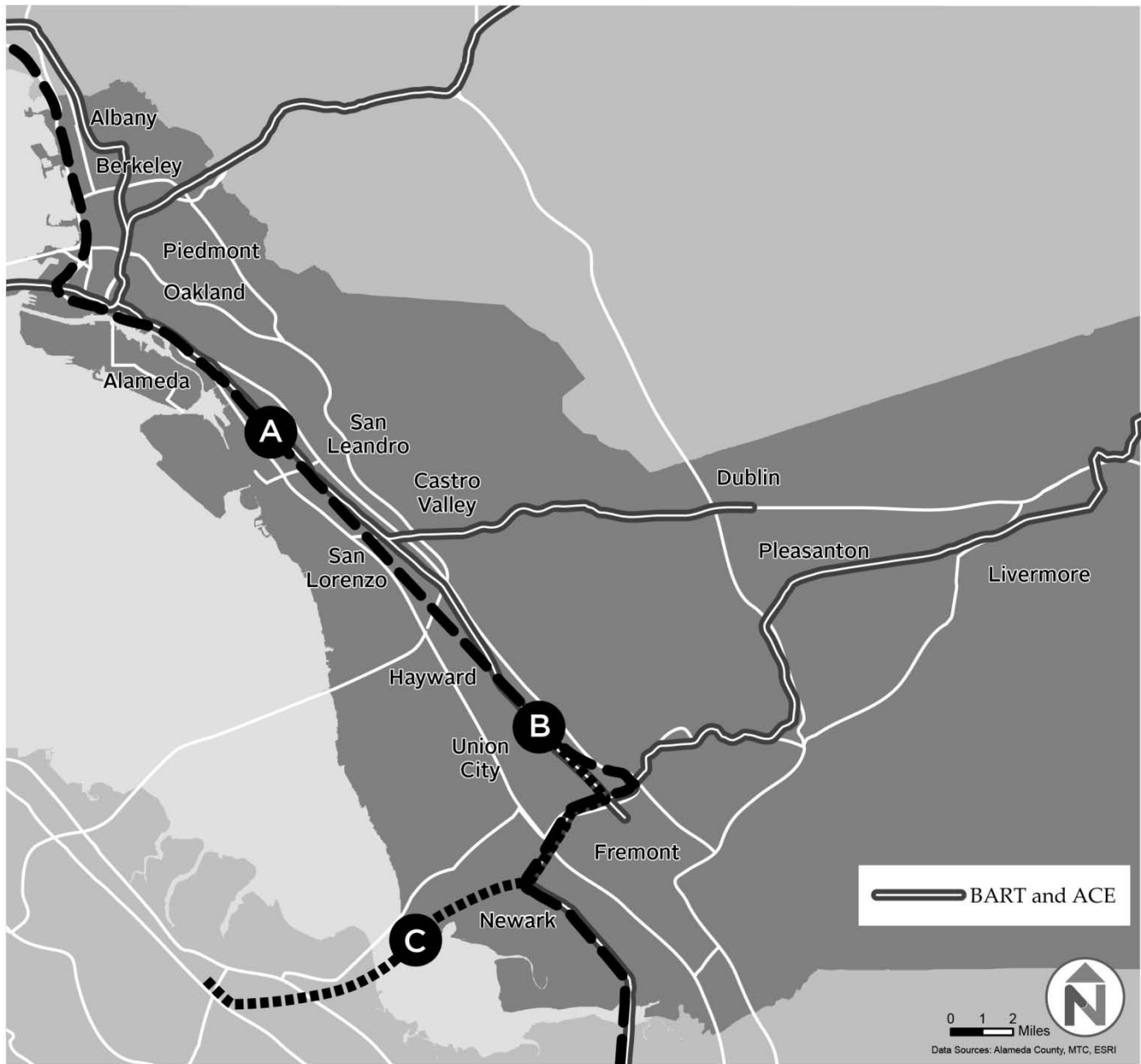
Capital Corridor Service Expansion (\$40 M)

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

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

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

REGIONAL RAIL INVESTMENTS



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

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

LOCAL STREETS AND ROADS



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

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

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

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

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

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

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

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

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

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

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

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

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



Examples of Major Roadways for Improvement:

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

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

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

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

HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



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

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

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

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

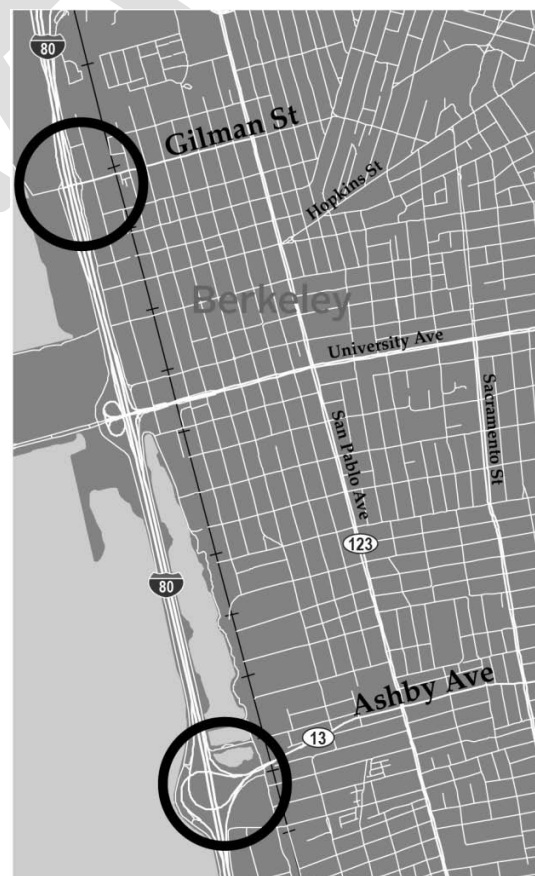
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

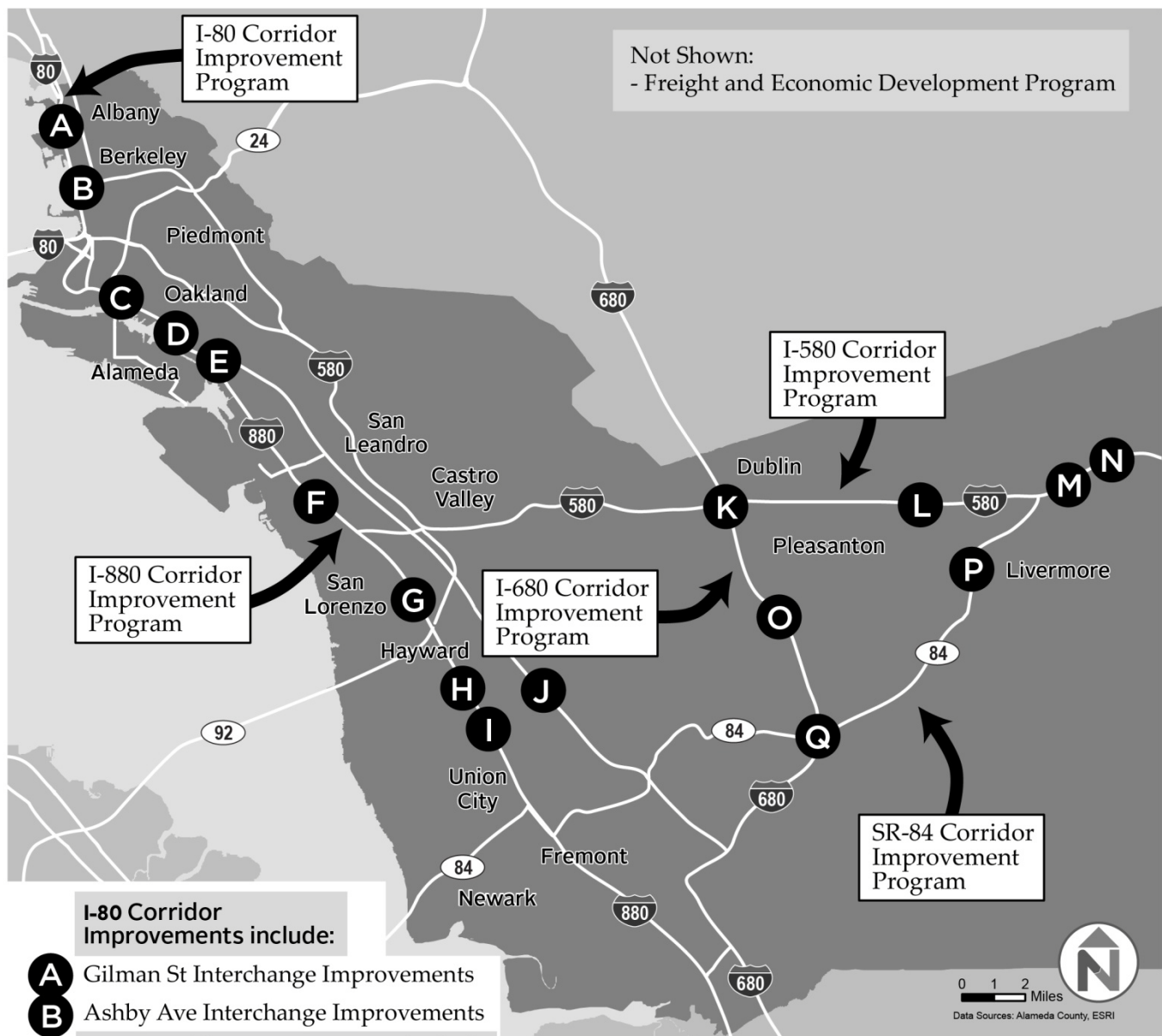
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses and trucks. Key investments will be made at the Ashby and Gilman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

conditions for all modes in both Emeryville and Berkeley.

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

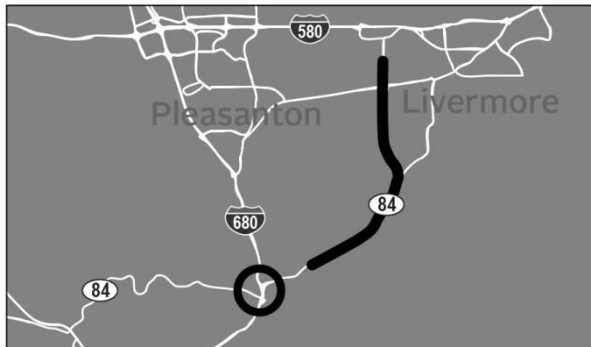
The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 and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





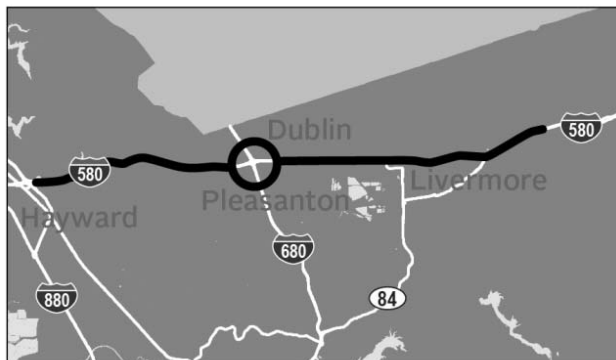
STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

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



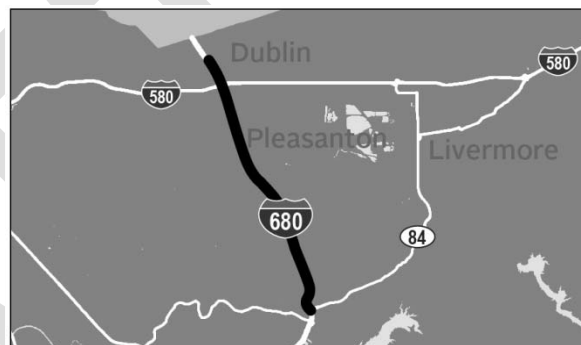
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

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



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

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



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

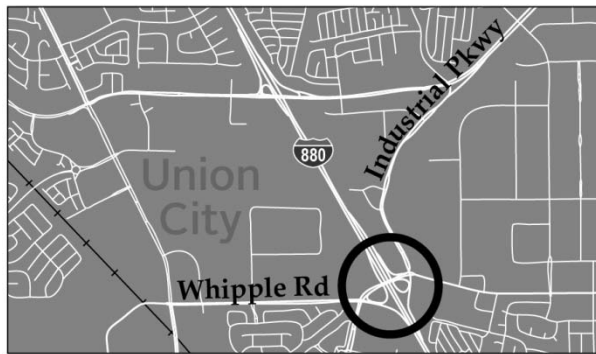
I-880 corridor improvement projects major improvements to key interchanges throughout the corridor beginning with the Broadway/Jackson interchange in Oakland and Alameda to the Whipple/Industrial interchange in Union City and to the County line. Many other interchange projects are also candidates for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



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

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

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



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

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

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

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

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

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

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

BICYCLE AND PEDESTRIAN INVESTMENTS



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

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

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

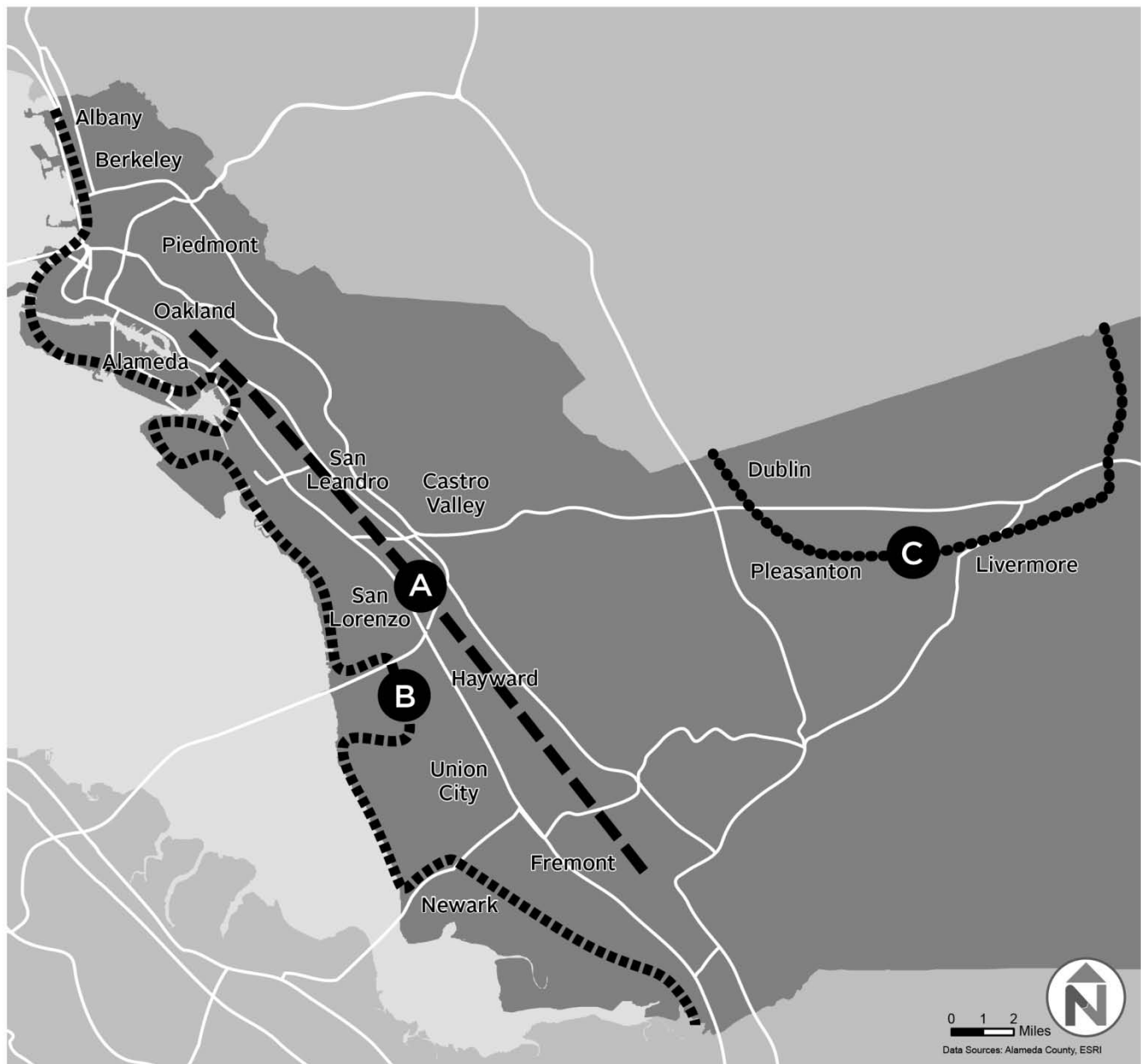
COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

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

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

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

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



A East Bay Greenway
from Oakland to Fremont



B Bay Trail Gap Closure
and Access projects



C Iron Horse Trail Gap Closure
and Access projects

Not Shown:

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

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

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

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



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

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

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

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

North County Station Areas and Priority Development

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

- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

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

South County Station Areas and Priority Development Areas

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

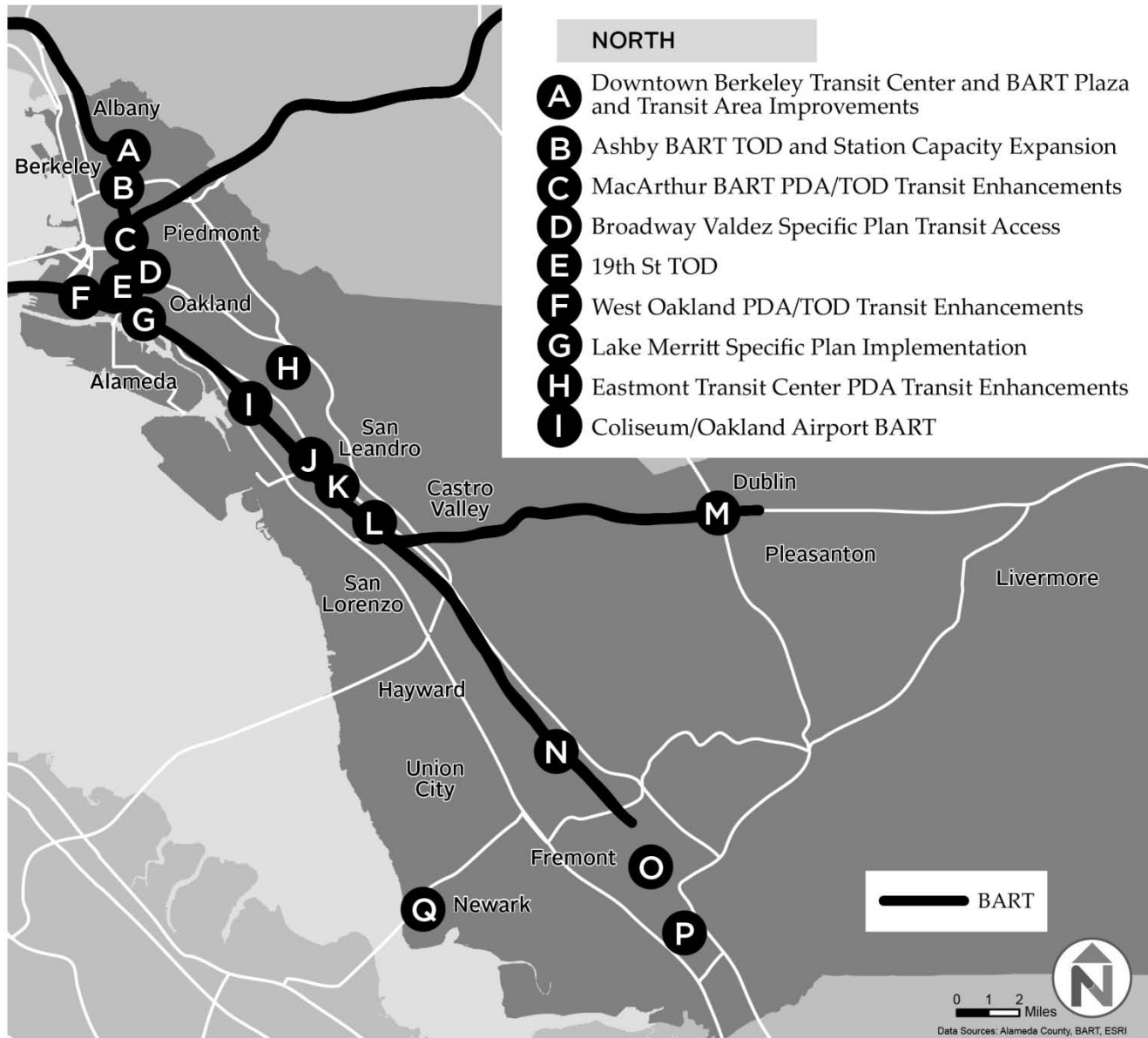
East County Station Areas

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

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

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

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



The locations drawn on this map are eligible types of investments

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

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

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

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

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

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



GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

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

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

GOVERNING BOARD

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

- All five Alameda County supervisors
- Two Oakland representatives

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

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

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

INDEPENDENT WATCHDOG COMMITTEE

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

The responsibilities of this committee are:

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

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

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

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

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

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

ADVISORY COMMITTEES

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

Alameda County Transportation Advisory Committee (ACTAC)

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

Paratransit Advisory and Planning Committee (PAPCO)

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

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

Bicycle and Pedestrian Advisory Committee (BPAC)

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

Other Committees

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

ANNUAL REPORTING

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

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

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

FINANCING OF PROJECTS AND PROGRAMS

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

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

PLAN UPDATES

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

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

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

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

RESPONSIBILITY OF FUND RECIPIENTS

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

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



IMPLEMENTING GUIDELINES

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

ADMINISTRATION OF THE PLAN

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

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

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

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

PLAN UPDATE PROCESS

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

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

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

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

TAXPAYER SAFEGUARDS AND AUDITS

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

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

RESTRICTIONS ON FUNDS

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

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

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

MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

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

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

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

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

Appendix A: Full List of TEP Investments by Mode

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

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

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

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

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

Appendix A: Full List of TEP Investments by Mode

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

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

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



Memorandum

DATE: November 18, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

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

Summary

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

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

Discussion

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

November 2011 Update:

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

1) SCS/RTP

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

2) CWTP-TEP

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

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

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

Committee	Regular Meeting Date and Time	Next Meeting
	Location: BCDC, 50 California St., 26 th Floor, San Francisco	
Alameda CTC Board Retreat	Time and Location 8:30 a.m. Newark	December 16, 2011

Fiscal Impact

None.

Attachments

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

This page intentionally left blank

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

Countywide Planning Efforts (CWTP-TEP)

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

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

Regional Planning Efforts (RTP-SCS)

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

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

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

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

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

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

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

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: December 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: May 2011 - November 2011

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

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

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: October 2011

Draft CWTP and TEP Released: December 2011

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

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

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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

2011															FY2011-2012		2011																																																																																																																																																								
Task		January			February		March		April		May		June		July		August		Sept		Oct		Nov		Dec																																																																																																																																																
Alameda CTC Committee/Public Process																																																																																																																																																																									
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs												Performance measures, 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 projects update												Outreach and call for projects update (draft list approval), project and program packaging, county land use												Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects												No Meetings.												Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection 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 projects update												Outreach and call for projects update, project and program packaging, county land use												Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects												No Meetings.												Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection 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 projects update												Outreach and call for projects update, project and program packaging, county land use												Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects												No Meetings.												Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection 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																																																																																																																																																											
		Polling		Conduct baseline poll																																																																																																Polling on possible Expenditure Plan projects & programs												Polling on possible Expenditure Plan projects & programs																																																									
Sustainable Communities Strategy/Regional Transportation Plan																																																																																																																																																																									
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013						Release Initial Vision Scenario		Detailed SCS Scenario Development		Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario																																																																																																																																																									
				Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology																																																																																																																																																															
		Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																																																																																																																																																																							

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

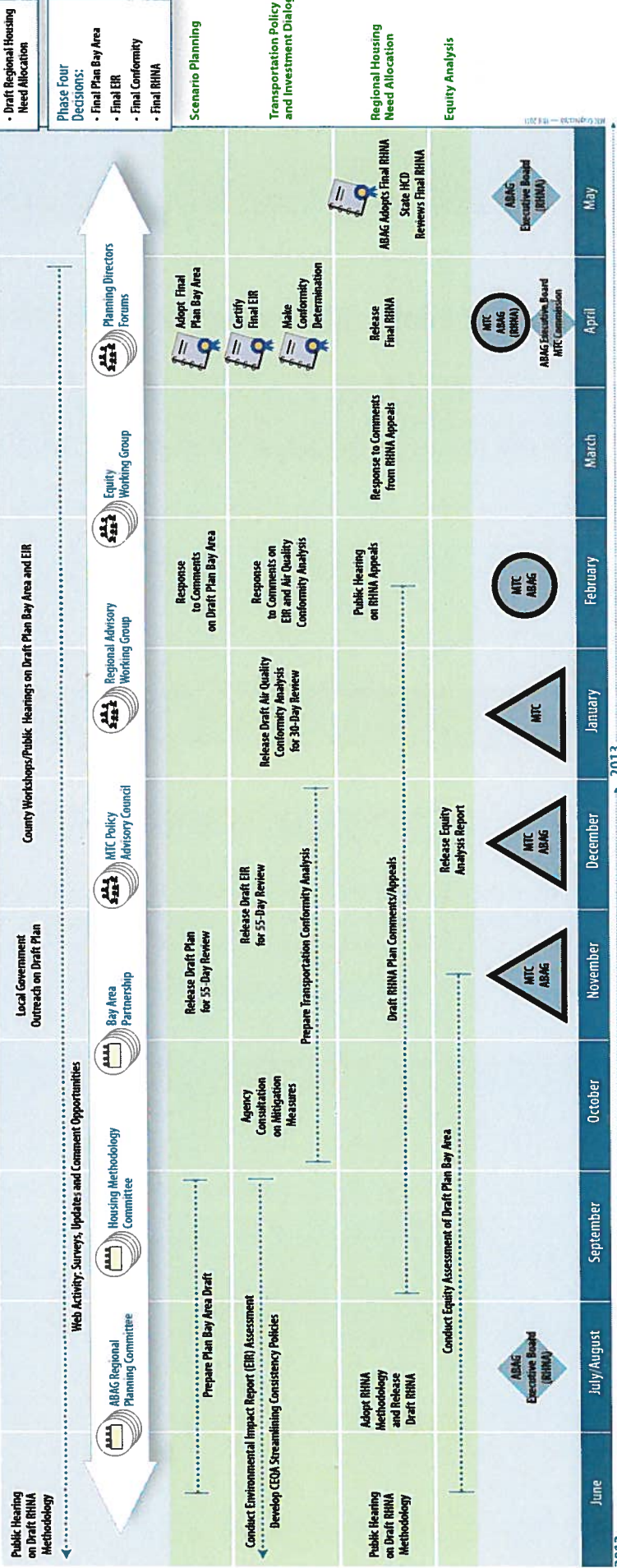
This page intentionally left blank

Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



Phase Three Actions/Decisions:

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

Phase Four Decisions:

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

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

JOINT document release by MTC - ABAG and MTC

ABAG - ABAG Administrative Committee MTC - MTC Planning Committee

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

Upcoming Advisory and Steering Committee Meetings Schedule

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

	Meeting Date/Function	Outcomes	Agenda Items
1	<p>CAWG February 3, 2011 2:30 – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes Receive overview and schedule of Initial Vision Scenario Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects Receive an outreach status update and approve the polling questions Discuss performance measures 	<ul style="list-style-type: none"> Update on CWTP-TEP Activities Since Last Meeting Update on Countywide and Regional Processes Discuss the initial vision scenario and approach for incorporating SCS in the CWTP Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy Outreach status update and <i>Steering Committee approval of polling questions</i> Continued discussion and refinement of Performance Measures Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
2	<p>CAWG March 3, 2011 2:30 – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4 p.m.</p> <p>Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.</p> <p>Steering Committee March 24, 2011 11 a.m. – 1 p.m.</p>	<ul style="list-style-type: none"> Receive an update on outreach Adopt Final Performance Measures Initiate discussion of programs Receive update on MTC Call for Projects and Alameda County approach Comment on transportation issue papers subjects Provide input to land use and modeling and Initial Vision Scenario (TAWG) Update on Initial Vision Scenario and Priority Conservation Areas (TAWG) Receive update and finalize Briefing Book Discuss committed funding policy 	<ul style="list-style-type: none"> Update on Outreach: Workshop, Polling Update, Web Survey <i>Approve Final Performance Measures & link to RTP</i> Discussion of Programs Overview of MTC Call for Projects and Alameda County Process Discussion of Transportation Issue Papers & Best Practices Presentation Discussion of Land use scenarios and modeling processes (TAWG) Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG) Finalize Briefing Book TAWG/CAWG/SC update
3	<p>CAWG April 7, 2011 2:30 – 5 p.m.</p>	<ul style="list-style-type: none"> Receive update on outreach activities Provide feedback on policy for projects and programs packaging Provide comments on Alameda County land use scenarios 	<ul style="list-style-type: none"> Update on Workshop, Poll Results Presentation, Web Survey Discuss Packaging of Projects and Program for CWTP Discussion of Alameda County land use scenarios

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Receive update on Call for Projects outcomes • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario 	<ul style="list-style-type: none"> • Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i> • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	<p>CAWG May 5, 2011 2:30 – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review outcomes of initial workshops and other outreach • Review outcomes of call for projects, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario • Receive information on Financial projections and opportunities • Title VI update and it's relation to final plans to CAWG & TAWG meetings 	<ul style="list-style-type: none"> • Summary of workshop results in relation to poll results • Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.</i> • Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i> • Title VI update • TAWG/CAWG/SC update
	No June Meeting		
5	<p>CAWG July 7, 2011 12:00 – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>CAWG/TAWG Joint July 21, 2011 1 – 3:30 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Project Evaluation 101 (CAWG only; 12 -1 p.m.) • Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Continue discussion of TEP parameters and financials • Provide feedback on proposed outreach approach for fall 2011 	<ul style="list-style-type: none"> • Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and financials • Discussion of fall 2011 outreach approach • Update on regional processes • TAWG/CAWG/SC update

	Meeting Date/Function	Outcomes	Agenda Items
6	<p>CAWG September 15, 2011 1 – 5 p.m.</p> <p>TAWG September 8, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee September 22, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of public meetings and second poll 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan Draft • Presentation/Discussion of TEP candidate projects • Refine the process for further evaluation of TEP projects • Discussion of upcoming outreach and polling questions • Update on regional processes • TAWG/CAWG/SC update
7	<p>CAWG October 6, 2011 2:30 – 5 p.m.</p> <p>Joint Steering Committee/CAWG October 7, 2011 Noon to 1:30 p.m.</p> <p>TAWG October 13, 2011 1:30 to 4 p.m.</p> <p>Steering Committee October 27, 2011 Noon to 3 p.m.</p>	<ul style="list-style-type: none"> • Update on first draft of Countywide Transportation Plan, including project and program financially constrained list • Comment on preliminary Transportation Expenditure Plan candidate programs and TEP outline • Receive update on second round of public meetings and second poll 	<ul style="list-style-type: none"> • Discussion of Transportation Expenditure Plan outline and preliminary programs and allocations • Update on public outreach and poll • Update on regional processes • TAWG/CAWG/SC Update • SC only – presentation on poll results
8	<p>CAWG/TAWG Joint November 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee November 17, 2011 12 – 3 p.m.</p>	<ul style="list-style-type: none"> • Comment on second draft of Countywide Transportation Plan • Review and provide input on first draft elements of Transportation Expenditure Plan Projects and Programs, Guidelines • Review results of second poll and outreach update 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan second draft • Presentation/Discussion of TEP Projects and Programs (first draft of the TEP) • Presentation on second poll results and outreach update • Update on regional processes • TAWG/CAWG/SC update
9	<p>Steering Committee December 1, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review and comment on TEP • Recommend CWTP and TEP to full Commission 	<ul style="list-style-type: none"> • Review and comment on TEP • Recommend CWTP and TEP to full Commission
10	<p>CAWG/TAWG Joint December 8, 2011 1:30 – 4 p.m.</p>	<ul style="list-style-type: none"> • Review 2nd draft CWTP and Evaluation Results • Review Final draft TEP • Outreach final report 	<ul style="list-style-type: none"> • Review 2nd draft CWTP and Evaluation Results • Review Final draft TEP • Outreach final report

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

Future Meeting Dates:

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

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

Definitions

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan