



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

Thursday, October 27, 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
- Discuss and provide input on the preliminary TEP outline and program allocations formulas
- Receive a presentation on polling results and an update on public outreach
- 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 September 22, 2011 and October 7, 2011 Minutes <i><u>03 Steering Committee Meeting Minutes 092211.pdf – Page 1</u></i> <i><u>03A Joint Steering Committee and CAWG Meeting Minutes 100711.pdf – Page 13</u></i>	A
12:10 – 12:15	4. Update on CWTP-TEP Activities Since Last Meeting <i><u>04 TAWG Comments on TEP Exercise.pdf – Page 23</u></i>	I
12:15 – 1:30	5. Discussion on the Preliminary TEP Outline and Program Allocations <i><u>05 Draft TEP Outline.pdf – Page 25</u></i> <i><u>05A Draft TEP Program Allocations.pdf – Page 29</u></i> <i><u>05B CAWG and TAWG Comments on TEP Program Allocations.pdf – Page 41</u></i>	
1:30 – 2:15	6. Presentation and Discussion on Polling Results and Public Outreach <i><u>06 Presentation Polling Results.pdf – Page 49</u></i> <i><u>06A Memo Outreach Update.pdf – Page 63</u></i>	I

2:15 – 2:30	7. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps <i><u>07 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u> – Page 67</i> <i><u>07A CWTP-TEP Committee Meetings Schedule.pdf</u> – Page 79</i> <i><u>07B CAWG and TAWG September 2011 Minutes.pdf</u> – Page 83</i>	
2:30 – 2:45	8. Member Reports	
2:45 – 2:50	9. Staff Reports	
2:50 – 3:00	10. Other Business	
3:00 p.m.	11. Adjournment/Next Meeting: November 17, 2011, 12 to 3 p.m. at Alameda CTC	

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

Greg Harper, Director
AC Transit

Larry Reid, Councilmember
City of Oakland

Kriss Worthington, Vice Chair
Councilmember, City of Berkeley

Olden Henson, Councilmember
City of Hayward

Rob Bonata, Vice-Mayor
Alternate, City of Alameda

Ruth Atkin, Councilmember
City of Emeryville

Jennifer Hosterman, Mayor
City of Pleasanton

Luis Freitas, Vice Mayor
Alternate, City of Newark

Tom Blalock, Director
BART

Marshall Kamena, Mayor
City of Livermore

Tim Sbranti, Mayor
Alternate, City of Dublin

Suzanne Chan, Vice Mayor
City of Fremont

Rebecca Kaplan, Councilmember
City of Oakland

Joyce Starosciak, Councilmember
Alternate, City of San Leandro

Scott Haggerty, Supervisor
County of Alameda

Nate Miley, Supervisor
County of Alameda

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.

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**Countywide Transportation Plan Update and Transportation Expenditure Plan
Development Steering Committee Meeting Minutes
Thursday, September 22, 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> Councilmember Olden Henson
<u> P </u> Councilmember Kriss Worthington, Vice-Chair	<u> P </u> Mayor Jennifer Hosterman
<u> P </u> Councilmember Ruth Atkin	<u> P </u> Mayor Marshall Kamena
<u> P </u> Director Tom Blalock	<u> P </u> Councilmember Rebecca Kaplan
<u> A </u> Vice Mayor Suzanne Chan	<u> P </u> Supervisor Nate Miley
<u> P </u> Supervisor Scott Haggerty	<u> A </u> Councilmember Larry Reid
<u> P </u> Director Greg Harper	<u> A </u> Mayor Tim Sabritini (Alternate)
	<u> P </u> Vice Mayor Luis Freitas (Alternate)

Staff:

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

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 12:10 p.m.

2. Public Comment

There were no public comments.

3. Approval of July 28, 2011 Minutes

Supervisor Scott Haggerty moved to approve the July 28, 2011 minutes as written. Councilmember Kriss Worthington seconded the motion. The motion carried unanimously (10-0). At the time of the vote two members had not arrived.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that Alameda CTC has developed the administrative draft financially constrained CWTP for Steering Committee consideration, developed parameters for TEP development, will present the results from a TEP allocation

exercise that took place with the Community Advisory Working Group (CAWG) and the Technical Advisory Working Group (TAWG), developed questions for the second poll that will take place during October, and determined the meeting dates for the second round of public outreach. Alameda CTC staff has performed research on various student bus pass programs locally and around the county, which staff will present to the committee today.

5. Presentation and Discussion on the Administrative Draft CWTP-TEP

Beth Walukas stated that staff is requesting the Steering Committee's approval of the administrative draft CWTP for release. In October, Alameda CTC will perform a second round of evaluations using the constrained list of projects and programs and will hold public workshops around the county. In November, the second draft of the CWTP and the first draft of the TEP will be available.

Bonnie Nelson gave a presentation on the draft CWTP including the structure of the plan. Beth discussed developing a financially constrained CWTP in a new context. Beth also presented the funding recommendation of MTC's allocated funding amount of \$6.8 billion: a split of 40 percent for projects and 60 percent of funds for programs. Staff took this agenda item to CAWG and TAWG in their September meetings, and the Attachment 05 handout includes their comments on the administrative CWTP.

Discussion took place regarding the 60-40 percent split between programs and projects. The members requested clarification on defining capital projects versus programmatic projects. Staff clarified that some of the projects that were submitted through the call for projects were originally categorized within Programs for the purposes of submitting materials to MTC; however, for the purposes of the CWTP, staff removed projects from within the programs category that are truly small-scale capital projects and placed them into the capital projects funding category. Questions arose from commissioners regarding transit bus capital replacements. Staff clarified that there is a Transit Capital Replacement program that will fund the purchase of new buses, and that they are not included in the projects since they don't go through environmental, design and construction phases as most capital construction projects do. A suggestion was made that Alameda CTC consider certain known projects as large-scale Transit Oriented Development (TOD) capital projects, such as the Coliseum San Francisco Bay Area Rapid Transit District (BART) TOD project, as major capital projects and include them in the projects category. Comments were made by commissioners regarding the importance of each jurisdiction's high priority projects to be included in the plan.

Public Comment:

- *Program Director Dave Campbell with East Bay Bicycle Coalition (EBBC) stated that EBBC is looking for the CWTP to fully fund the bicycle and pedestrian plans and the TEP to pay its fair share for the completion of these plans. The EBBC is asking for the support of the Steering Committee to find a way to fully fund the bicycle and pedestrian plans.*

Councilmember Kriss Worthington moved to allow the release of the administrative draft to get feedback and defer to staff to consider the high-priority needs identified by the cities and to include every city in the fund for recommendation. Mayor Jennifer Hosterman seconded the motion. The motion carried 10-1 with one abstention, Greg Harper.

Staff informed the committee that Alameda CTC is only requesting approval to release the administrative plan. Alameda CTC will develop a more substantive, second draft plan in November.

6. Presentation and discussion on the TEP Parameters

Tess stated that staff is asking for guidance from the Steering Committee to use the parameters listed on pages 25 through 28 to develop a draft TEP. Staff shared with the committee a memo summarizing the TEP allocation exercise that CAWG and TAWG participated in.

Bonnie reviewed the proposed TEP parameters and stated that they may change as the result of the poll and public outreach. The parameters pertain to the new funding generated by augmentation of Measure B and will not impact the current measure. The planning of the TEP assumes a sales tax in perpetuity, one half-cent through 2022 and one full cent after 2022. The parameters are based on retaining the current measure's fund allocation using the 60-40 percent split between programs and projects.

The committee discussed and voted on the parameters as follows:

- Parameter A –Duration of Tax
- Parameter B – Amount of Tax
- Parameter C – Division of Funds between Programs and Projects

Some Steering Committee members expressed concern with the 60-40 split between programs and projects and stated that it may become an obstacle for the voters, and the committee needs to be flexible in keeping the range open. Generally, the committee agreed that Alameda County needs additional funds to keep programs and projects viable in the County, and the job of the committee is to assure that the measure receives two-thirds of the votes, and the voters receive benefits from the projects and programs selected.

Supervisor Scott Haggerty moved to approve parameters A, B, and C with the parameters of no sunset, half cent (becomes a full cent after 2022) and 60-40 percent split between programs and projects. Mayor Marshall Kamena seconded the motion. The motion passed as follows: (8 – aye, 4 – nay); Ayes (Mayor Green, City of Union City; Director Blalock, BART; Supervisory Haggerty, Alameda County; Councilmember Henson, City of Hayward; Mayor Hosterman, City of Pleasanton; Mayor Kamena, City of Livermore; Councilmember Kaplan, City of Oakland; Vice Mayor Freitas, City of Newark); Nays (Councilmember Worthington, City of Berkeley; Councilmember Atkin, City of Emeryville; Director Harper, AC Transit; Supervisor Miley, Alameda County).

Councilmember Kriss Worthington amended the original motion to have staff review an allocation with a 65-35 split between programs and projects and bring the results of the allocation back to the committee for consideration. The motion did not pass as follows: (4 – aye, 7 – nay, 1 – abstained); Ayes (Councilmember Worthington, City of Berkeley; Councilmember Atkin, City of Emeryville; Director Harper, AC Transit; Supervisor Miley, Alameda County). Nays (Mayor Green, City of Union City; Director Blalock, BART; Supervisory Haggerty, Alameda County; Councilmember Henson, City of Hayward; Mayor Hosterman, City of Pleasanton; Mayor Kamena, City of Livermore; Vice Mayor Freitas, City of Newark); Councilmember Kaplan, City of Oakland abstained.

Alameda CTC staff commented that the 60-40 split between programs and projects is an initial guideline, and staff will bring back to the committee a recommended allocation that takes into consideration the poll and outreach results to generate a plan that will garner a two-thirds vote.

Public Comment:

- *Jane Kramer with STAND* stated her concern that each constituency must figure out how to get funding for critical projects. Staff has put in a lot of time and organization to get there; yet Alameda CTC has not gone to the public and is deciding how to manipulate the public on what the Commission wants them to do. She requested that Alameda CTC trust the public's judgment.
- *Lindsay Imai with Urban Habitat and a CAWG member* stated that CAWG went through an interesting exercise and the group had a hard time getting to the 60-40 split. The group got closer to an 80-20 split, and she was surprised that the committee voted today on the split between programs and projects.

The Steering Committee discussed and voted on the remaining parameters:

- Parameter D – Program Categories
- Parameter E – Performance Measures (to select projects and programs for funding)
- Parameter F – Flexibility
- Parameter G – Distribution of Program Funds (formula-based pass-through or grants)
- Parameter H – Rainy Day Fund
- Parameter I – Other Considerations

The Steering Committee discussed parameter E, which does not have a measure for programs that will reduce congestion. Staff mentioned that building a performance measure for a program is tough but can be done, and Alameda CTC will build a congestion performance measure for projects and programs. The general consensus of the committee was to change the full funding plan and environmental clearance from 5 to 7 years. It was noted that due to time constraints, staff was not able to present the CAWG and TAWG comments on the parameters and the TEP exercise they performed at their September meetings and that the materials are in the Committee's folders.

Councilmember Olden Henson moved to approve parameters D through I with parameter E being the major focus. Councilmember Kriss Worthington seconded the motion. The motion passed 11-1 with one abstention, Councilmember Ruth Atkin.

7. Presentations of Student Pass Program Research

Tess gave a presentation on the student transit pass program in Alameda County in response to the Steering Committee's July request that Alameda CTC staff research other programs and give a presentation on the findings to the committee. The research and presentation covered:

- Review of 14 transit agencies from the Bay Area and across the country with youth and/or student fare reductions
- Review of academic research related to student passes, including study of 2002 AC Transit pilot program
- Review of 7 youth pass programs in the nation
- Review of 11 university student pass programs
- Review of the City of Berkeley employee pass program

The presentation covered existing conditions, and a review of peer youth programs, university programs, and an Alameda County employer-based program. Tess noted that few areas have free student passes. In the majority of the locations with student passes, students pay a nominal fee. New York City has the longest-standing student pass program, and it's only used on school days.

Alameda CTC staff proposed to start small with a 3-year pilot program that will allow enough time to gather data to make an informed decision. Staff will look at leveraging a program like the student pass program with programs that have already been done, such as the Safe Routes to Schools program, travel training, school resources, and grants.

Staff requested guidance and approval from the Steering Committee to pursue developing a program scope that will identify the items listed below and bring the information back to the committee within a couple of month:

- Partnerships
- Targeted schools and specific youth activities for the program
- Eligibility requirements
- Technology (Clipper card or other method)
- Implementation
- Performance measures
- Governing body

The Steering Committee agreed that a program like the student pass program is beneficial and if it's approved, it must be flexible to allow suburban schools to use the money for other means, such as paying for crossing guards and/or implementing a bicycle program. The urbanized areas, specifically, North County can benefit from the student pass program

for transit. Committee members stated that school districts should determine how children get to school, either by yellow bus or some other mode of transportation.

Additional comments from the committee are:

- The program objective should not be based on academic performance of the student or any other restriction. The objective is to assist students with transportation to school and school-related activities. The Alameda County program must be compatible with other transportation programs. It should apply to all kids once the distance a child lives to the school is determined and should be a program in which the school district is required to release a Request for Proposal.
- The service should be restricted for local use; you do not want the kids to end up in San Francisco.
- Someone other than Alameda CTC should run the student pass program to handle the day to day logistics.
- A traceable card, such as the Clipper card, with identification is a good idea.
- Travel training and combining the program with Safe Routes to School are good ideas.
- If the Commission approves the program, Alameda CTC could take the money for it off the top.
- A member suggested allowing the planning areas to develop the program for their communities.

Public Comment:

- *Unique Holland with the Alameda County Office of Education* thanked staff for putting the report together because it consolidated key information that will assist in the establishment of an effective program. The schools and superintendents are very supportive of the student pass program. A major part of the proposal is an educational outreach component that will teach students about climate change and 1) how transit can play a part in the reduction of Green House Gases; 2) how students can become good citizens in the community and have respect for property and people, specifically seniors, on buses; and 3) how students can value transit in our community.
- *Lindsay Imai with Urban Habitat* shared with the Commission a Legislative Analyst Report that provided a cost-benefit analysis of waiving fares for youth from ages 5 to 17 to ride the San Francisco Municipal Railway. Urban Habitat is working with San Francisco on this. They project that the ridership will increase by 30 percent if the program takes effect.
- *Betty Mulholland* stated that young people get around using public transit, and it's important that we give young people this opportunity with travel training.

Mayor Mark Green made a motion directing staff to craft a program scope based on the guidance provided by the Steering Committee and to bring it back to the committee in the coming months. Mayor Jennifer Hosterman seconded the motion. The motion passed unanimously (12-0).

8. Discussion on the Outreach Process and Polling Questions

Tess stated that this agenda item covers the proposed polling questions and that staff seeks the Committee approval of questions at this meeting to enable the poll to be conducted in early October. Staff noted that CAWG and TAWG provided many comments.

Supervisor Scott Haggerty made a motion to approve the polling questions. Mayor Jennifer Hosterman seconded the motion. The motion passed unanimously (12-0).

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

Staff stated that they will give the report at the Commission meeting.

10. Member Reports

None

11. Staff Reports

None

12. Other Business

None

13. Adjournment/Next Meeting

The meeting adjourned at 3 p.m. A joint Steering Committee meeting is scheduled for Friday, October 7. The next Steering Committee meeting is scheduled for October 27.

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ALAMEDA

County Transportation Commission

1333 Broadway, Suite s 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
CWTP-TEP Steering Committee
ROSTER OF MEETING ATTENDANCE
September 22, 2011
1333 Broadway, Suite 300, Oakland, CA 94612**

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper	<i>GH</i>	Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	<i>SH</i>	William Harrison	
Alameda County, District 2	Nadia Lockyer		Marvin Peixoto	
Alameda County, District 3	Wilma Chan		Michael Gregory	
Alameda County, District 4	Nate Miley	<i>NM</i>		
Alameda County, District 5	Keith Carson		Kriss Worthington	<i>KW</i>
BART	Thomas Blalock	<i>TB</i>	Robert Franklin - BART	
City of Alameda	Rob Bonta		Beverly Johnson	
City of Albany	Farid Javandel		Peggy Thomsen	
City of Berkeley	Laurie Capitelli		Kriss Worthington	
City of Dublin	Tim Sbranti		Don Biddle	
City of Emeryville	Ruth Atkin	<i>RA</i>	Kurt Brinkman	
City of Fremont	Suzanne Chan		William Harrison	
City of Hayward	Olden Henson	<i>OH</i>	Marvin Peixoto	
City of Livermore	Marshall Kamena	<i>MK</i>	Jeff Williams	
City of Newark	Luis Freitas		Alberto Huevo	
City of Oakland	Larry Reid		Patricia Kernighan	
	Rebecca Kaplan	<i>RB</i>	Jane Brunner	
City of Piedmont	John Chiang		Garrett Keating	
City of Pleasanton	Jennifer Hosterman	<i>JH</i>	Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak		Pauline Russo Cutter	
City of Union	Mark Green, Chair	<i>MG</i>	Emily Duncan	
LEGAL COUNSELS	Zack Wasserman – WRBD	<i>ZW</i>		
	Neal Parish – WRBD			
	Geoffrey Gibbs - GLG			

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

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1.	<i>Betty Mulholland</i>	<i>PALCO</i>	<i>510 325-0703</i>	
2.	<i>Unigine Hollan</i>	<i>ACWD</i>	<i>910-670-4163</i>	<i>whollan@acwd.org</i>
3.	<i>Donna Lee</i>	<i>BART</i>	<i>(510) 464-6282</i>	<i>dlee@bart.gov</i>
4.	<i>Celia Chung</i>	<i>ACTC</i>		
5.	<i>Mike Tassano</i>	<i>Pleasanton</i>	<i>(925) 931-5670</i>	<i>MTASSANO@Ci.Pleasanton.ca.us</i>
6.	<i>Jane Kramer</i>	<i>STAND</i>	<i>510-522-6423</i>	<i>jnc@jrkramer.com</i>
7.	<i>GEORGE MAZUR</i>	<i>CS</i>	<i>510 873-8700</i>	<i>GMAZUR@CALGIS.COM</i>
8.	<i>Val Meotti</i>	<i>BART</i>		
9.	<i>Robert Raburn</i>	<i>BART</i>		
10.	<i>Lindsay Inou</i>	<i>Urban Habitat</i>	<i>510 839 9510 x 305</i>	<i>lindsay@urbanhabitat.org</i>
11.	<i>Dave Campbell</i>	<i>East Bay Bicycle Coalition</i>		<i>dave.campbell@ebbc.org</i>
12.	<i>Nathan London</i>	<i>ACT Transit</i>	<i>510-891-4792</i>	<i>n.london@acttransit.org</i>

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
13.	Cathleen Sullivan	N/N	(415) 288-1544	csullivan@amc.com
14.	Pat Pias	Sierra Club/CAWS		
15.	Eileen Ng	Alameda County Sup. Miley, D144	(510) 6705717	eileen.ng@acgov.org
16.	BARRY FERRIER	ACTC-CAC	(510) 489-4767	BFERRIER2@CS.COM
17.	Bob Vinn	Livermore	925 960 4576	ngvinn@ci.livermore.ca.us
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**Countywide Transportation Plan Update and Transportation Expenditure Plan
Development Steering Committee and Community Advisory Working Group
Meeting Minutes
Thursday, October 7, 2011, 12 p.m., 1333 Broadway, Suite 300, Oakland, CA**

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

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

1. Welcome and Call to order

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

2. Introduction

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

3. Opening Remarks from the Steering Committee Chair

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

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

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

Discussion highlights:

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

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

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

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

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

Staff stated that the next steps are as follows:

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

Public Comment:

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

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

5. Adjournment

The meeting adjourned at 2:05 p.m.



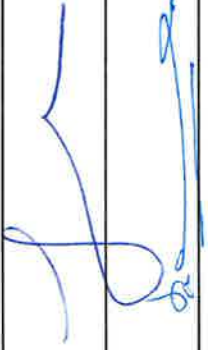
**ALAMEDA COUNTY TRANSPORTATION COMMISSION
 JOINT STEERING AND CAWG MEETING
 ROSTER OF MEETING ATTENDANCE
 October 07, 2011
 1333 Broadway, Suite 300, Oakland, CA 94612**

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






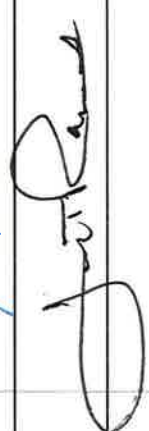

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director		Gladys Parmelee – Office Supervisor	<i>AP</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Vanessa Lee – Clerk of the Commission	<i>TL</i>
Beth Walukas –Deputy Director of Planning	<i>BW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

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1.	Sarah Clark	Oakland		Sarah_e-clark@afhhk.net
2.	Robert Rabusa	BART	510 530 3444	robertrabusa@leopard.net
3.	Jane Kramer	STAND	510 532-6423	jane@jrkramer.com
4.	Mike Tassano	Pleasanton	(925) 931-5690	MTASSANO@CI.Pleasanton.ca.us
5.	Rosy Ehlert	City of Livermore	925.960.4512	rehlert@ci.livermore.ca.us
6.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
7.	B Nelson	NIN	415 284 1544	bnelson@nelsonmaynard.com
8.	Carolyn Verheyen	MIG	510-845-7549	carolynv@mig.com
9.	June Poch	Alameda CTC	510-208-7915	jpoch@alameda.ctc.org
10.	Saravana Suthanthira	"	510-208-7426	ssuthanthira@alameda.ctc.org
11.	Diane Stark	-	510 208 7910	dstartk@alameda.ctc.org
12.	Nathan Landau	ACT Transit	510-891-4292	nlandau@acttransit.org
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Alameda County Transportation Commission Community Advisory Working Group Friday, October 7, 2011

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

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

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

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

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

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**Technical Advisory Working Group
October 13, 2011 Meeting**

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

During the month of September, TAWG and CAWG participated in a TEP allocation exercise intended to allow participants a hands-on opportunity to generate input about projects and programs to include in the TEP and their funding levels. The exercise was meant to demonstrate that trade-offs will need to be made in developing the TEP and was not meant to represent a recommendation for a draft TEP for the Steering Committee consideration. TAWG members had concerns with the way in which the outcomes were represented and it was discussed at length at the TAWG meeting. The TAWG members requested that Alameda CTC staff document the outcomes of the discussion about the *Summary of TAWG and CAWG TEP Simulation Exercise* document and present them to the Steering Committee at the October 27, 2011 meeting. Staff agreed and TAWG comments are noted below.

TAWG was concerned about how Alameda CTC will use the information contained in the summary document, considering the lack of details available about specific projects and programs and the lack of time to complete the exercise sufficiently. The general consensus of TAWG was that the data generated from the allocation exercises not be used or represented as a potential TEP.

Staff stated that the goal of the exercise was to show the participants the way Alameda CTC must balance the projects and programs going into the expenditure plan. The exercise was never intended to form the basis of the TEP but is a tool to help formulate ideas for the TEP.

TAWG stated that in future it would be helpful for staff to bring results back to them for review before they are forwarded to the Steering Committee. Staff indicated that this is the preferred method of conveying and reviewing information, but the schedule for this process has not allowed that and that every effort will be made in the future to provide more adequate review time when possible.

Reporting the information in the summary without the proper caveat that this was only the results of an exercise made the results look more real than was intended. For the record, TAWG stated that this exercise and the results does not represent TAWG's recommendation for which projects or programs to include in a draft TEP or the split between projects and programs.

CAWG further requested that Figure 2 be revised to clearly state caveats listed on page 1 of the document. The members stated that the four projects shown in the high-consensus category created an impression that they are preferred projects, when they are not, and that there was not actual consensus discussed among members regarding projects and programs.

TAWG Comments on Transportation Expenditure Plan (TEP) Allocation Exercise

Staff indicated that they would not be using the results of the exercise to identify preferred projects or to generate draft TEPs.

Transportation Expenditure Plan Outline

I. Background and Summary

- A. Status of the current Measure B expenditure plan
- B. Benefits from the current Measure B expenditure plan
- C. The case for extending and augmenting the sales tax measure now
- D. How This Plan was Developed
- E. Vision and Goals
- F. Summary of What's in the Plan
 - 1. Table showing investments by corridor
 - 2. Table showing investments by mode
- G. Taxpayer Safeguards
 - 1. Local funds spent locally
 - 2. Audit
 - 3. CWC

II. Description of Projects and Programs

- A. Investments by mode
Each project and program will be sorted by mode, defined and mapped.
 - 1. Investments in Local Streets and Roads
 - a) Capital Projects
 - b) Programs and grants
 - 2. Investments in Public Transit
 - a) Capital Projects
 - b) Programs and grants
 - (1) Transit operations and maintenance
 - (2) Special Transportation for Seniors and Disabled
 - 3. Investments by Freeway Corridors and Goods Movement
 - a) I-80
 - b) I-580
 - c) I-680
 - d) I-880
 - e) Others

4. Investments in Bicycle and Pedestrian Travel
 - a) Capital Projects
 - b) Programs and grants
5. Investments in Enhancing the Environment
 - a) Transportation and Land Use Linkages
 - b) Technology and Innovation
6. Freight and Economic Development
 - a) Capital Projects and grants
7. Summary of investments by Jurisdiction
 - a) Include a map and tables

III. **Governing Board and Organizational Structure**

- A. Description of Alameda CTC
 1. Governing Board
 2. CWC
 3. Advisory Committees
 4. Staff
 - a) Salaries and benefits for administrative agency employees will not exceed 1% of the revenues generated by the sales tax.
- B. Program Administration
 1. Annual Budget
 2. Annual Strategic Plan
 3. Audit and Program Compliance Reports
 4. CWC Annual Report to Public
 5. Bonding Authority
 6. Amendments/Updates to the Plan
 7. Environmental Review
 8. Title VI
 9. Future Expenditure Plans

IV. **Implementing Guidelines**

- A. See parameters
- B. See program descriptions

- C. Programming of funds
- D. Local contracting

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MEMORANDUM

To: Alameda CTC Staff and Committees
From: Bonnie Nelson
Date: September 30, 2011
Subject: Potential Programs for a Draft Expenditure Plan

On September 22nd, the Steering Committee adopted the TEP Parameters, providing guidance for the development of a preliminary draft TEP, while outreach and polling are occurring simultaneously, with the recognition that the outreach efforts will inform the final TEP. The TEP parameters included suggestions for continuation of the five programs in the current Measure B Expenditure Plan plus the addition of six new program categories. A suggestion was made at the meeting that staff look at the opportunity to consolidate the number of program categories to keep the plan streamlined. At the same meeting, the Executive Committee adopted a goal of a 60-40 split between programs and projects as an initial split to move the TEP plan development process forward while input is being received.

Figure 1, on the following page shows the eight remaining program categories and a proposed overall allocation (both dollars and percentage) to each program. The table also shows the amount of money each program would expect to receive under the existing measure, under the proposed measure and in total from 2013-2022 and from 2023-2042.

As Figure 1 shows, several programs were consolidated in this set of recommendations. Demand Management was combined with TOD/PDA and Climate Action into a single new program called Sustainable Transportation and Land Use Connections. Planning and Development and Environmental Mitigation were also eliminated as separate programs and combined with the Technology and Innovation program. Finally, a new program has been added, for Community Based Transportation Plan (CBTP) implementation, based on comments received from CAWG and TAWG. This program could ultimately be combined with the Sustainable Transportation and Land Use Connections category to further simplify the measure.

Showing the allocations to each general program tells only part of the story. Each of the proposed programs has a specific proposed allocation strategy. The goal in developing this strategy was to develop something that could be equitably implemented countywide for monthly pass-through programs while offering the opportunity for competitive grant programs in a number of categories.

Each of the proposed programs is described in more detail on the following pages, along with the proposed allocation strategy and funding implications.

Comments from CAWG and TAWG will be submitted to the Steering Committee for its review.

Figure 1 – Summary of Existing and Proposed Programs based upon a 40% capital and 60% Program Split

Program	A		B		C			D	E
	Existing Measure B (2013-2022)		Proposed Measure (2013-2022)		Total Existing + Proposed (2013-2022)				
	%	\$	%	\$	Total \$ Amount	\$ Increase from Existing Measure	% Difference from Existing Measure		
A	21.92%	\$ 246.1	18.50%	\$ 193.2	\$ 439.3	\$ 193.2	78%	\$ 1,231.3	\$ 1,670.6
B	22.34%	\$ 250.8	18%	\$ 187.9	\$ 438.8	\$ 187.9	75%	\$ 1,198.0	\$ 1,636.8
C	10.45%	\$ 117.3	9.00%	\$ 94.0	\$ 211.3	\$ 94.0	80%	\$ 599.0	\$ 810.3
D	5.00%	\$ 56.1	7.00%	\$ 73.1	\$ 129.2	\$ 73.1	130.18%	\$ 465.9	\$ 595.1
E	0.19%	\$ 2.1	3.00%	\$ 31.3	\$ 33.5	\$ 31.3	1468%	\$ 199.7	\$ 233.1
F		\$ -	2.00%	\$ 20.9	\$ 20.9	\$ 20.9	N/A	\$ 133.1	\$ 154.0
G		\$ -	2.00%	\$ 20.9	\$ 20.9	\$ 20.9	N/A	\$ 133.1	\$ 154.0
H		\$ -	0.50%	\$ 5.2	\$ 5.2	\$ 5.2	N/A	\$ 33.3	\$ 38.5
TOTALS	59.90%	\$ 672.6	60.00%	\$ 626.4	\$ 1,299.0	\$ 626.4	93.14%	\$ 3,993.5	\$ 5,292.5

Program A – Mass Transit Operations, Maintenance and Safety (18.5% of total)

This proposed program provides transit operators with transit operating funds 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 premier transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Mass Transit program has two primary components:

- Pass through funds 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 (Wheels) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:
 - AC Transit 13.25%
 - ACE 1.00%
 - WETA (ferries) 0.50%
 - LAVTA (Wheels) 0.50%
 - Union City Transit 0.25%
- Grant funds which would be administered by the Alameda CTC for the purposes of funding innovative and emerging transit projects. These funds will be periodically distributed on a competitive basis to transit operators who propose projects with proven ability to:
 - 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 of transit for low income riders

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

Figure 2 compares the funds that would be expected by each eligible recipient of pass through funding under the current Measure B as well as the proposed new program funded by a sales tax augmentation. If the sales tax is expanded, all operators could expect substantial increases.

The graphic below Figure 2 demonstrates the growth in annual revenue expected for each eligible jurisdiction receiving pass through funds in the Mass Transit Program. The graphic shows substantial increases in operating funds for all recipients in the first 10 years of the combined measure. In the out years, nearly all recipients continue to see annual increases with the exception of ACE, whose pass through funding will stabilize.

POTENTIAL PROGRAMS FOR A DRAFT EXPENDITURE PLAN
Alameda CTC

Figure 2 – Mass Transit Program Comparison with Measure B by Jurisdiction

Agency	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		% Increase, 2013-2022
	Total	Annual	Total	Annual	Total	Annual	
AC Transit	\$ 194.1	\$ 19.41	\$ 332.5	\$ 33.25	\$ 881.9	\$ 44.09	71%
ACE	\$ 23.8	\$ 2.38	\$ 34.2	\$ 3.42	\$ 66.6	\$ 3.33	44%
LAVTA	\$ 7.7	\$ 0.77	\$ 13.0	\$ 1.30	\$ 33.3	\$ 1.66	67%
Union City Transit	\$ 3.8	\$ 0.38	\$ 6.4	\$ 0.64	\$ 16.6	\$ 0.83	68%
WETA	\$ 8.8	\$ 0.88	\$ 14.0	\$ 1.40	\$ 33.3	\$ 1.66	60%
Innovative and Emerging Project Grant Funds (Formerly Express Bus)	\$ 7.9	\$ 0.79	\$ 39.2	\$ 3.92	\$ 199.7	\$ 9.98	399%

Annual Revenue Estimates – Mass Transit Program – Existing and Proposed



Program B – Local Streets and Roads (18.0% of total)

In recognition that local streets and roads are the backbone of our transportation system, this proposed 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, traffic calming and other transportation uses. All projects implemented with these funds are expected to support a “complete streets philosophy” where all modes are considered in the development of the local road system.

The proposed Local Streets and Roads 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. Pass through funds will be allocated based on a formula that equally weights population and road miles for each jurisdiction, consistent with the current Measure B formula. These numbers will change over time; allocations for 2011 are shown in Figure 3 below. Assuming the proportion of population and road miles remains the same for each jurisdiction receiving pass through funds, each jurisdiction would receive an increase of about 75% in their annual pass through allotment compared with the current measure.

Figure 3 – Local Streets and Roads Program Comparison with Measure B

Jurisdiction	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		\$ Increase, 2013-2022 (Existing vs. Existing + Proposed)
	Total	Annual	Total	Annual	Total	Annual	
Alameda	\$ 10.5	\$ 1.05	\$ 18.34	\$ 1.81	\$ 48.4	\$ 2.42	\$ 7.86
Albany	\$ 2.5	\$ 0.25	\$ 4.42	\$ 0.42	\$ 10.7	\$ 0.53	\$ 1.89
Berkeley	\$ 17.4	\$ 1.74	\$ 30.51	\$ 3.26	\$ 96.8	\$ 4.84	\$ 13.07
Dublin	\$ 6.2	\$ 0.62	\$ 10.90	\$ 1.10	\$ 30.5	\$ 1.53	\$ 4.67
Emeryville	\$ 1.6	\$ 0.16	\$ 2.73	\$ 0.40	\$ 15.7	\$ 0.79	\$ 1.17
Fremont	\$ 35.5	\$ 3.55	\$ 62.08	\$ 6.13	\$ 164.3	\$ 8.22	\$ 26.59
Hayward	\$ 21.8	\$ 2.18	\$ 38.12	\$ 3.88	\$ 108.5	\$ 5.42	\$ 16.33
Livermore	\$ 16.9	\$ 1.69	\$ 29.54	\$ 2.80	\$ 70.6	\$ 3.53	\$ 12.65
Newark	\$ 7.2	\$ 0.72	\$ 12.58	\$ 1.26	\$ 34.2	\$ 1.71	\$ 5.39
Oakland	\$ 62.1	\$ 6.21	\$ 108.59	\$ 11.05	\$ 308.4	\$ 15.42	\$ 46.51
Piedmont	\$ 2.5	\$ 0.25	\$ 4.32	\$ 0.39	\$ 9.1	\$ 0.45	\$ 1.85
Pleasanton	\$ 13.0	\$ 1.30	\$ 22.77	\$ 2.44	\$ 72.6	\$ 3.63	\$ 9.75
San Leandro	\$ 13.5	\$ 1.35	\$ 23.56	\$ 2.38	\$ 65.7	\$ 3.28	\$ 10.09
Union City	\$ 11.3	\$ 1.13	\$ 19.73	\$ 1.86	\$ 46.5	\$ 2.33	\$ 8.45
Alameda County	\$ 28.9	\$ 2.89	\$ 50.60	\$ 4.71	\$ 116.1	\$ 5.80	\$ 21.67

Program C – Specialized Transportation for Seniors and Persons Disabilities (9.0%)

This proposed program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds are provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds are 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 (5%) 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 4.0% of net proceeds towards meeting its responsibilities under the Americans With Disabilities Act.
 - BART will receive 1.0% of net proceeds towards meeting its responsibilities under the Americans with Disabilities Act.
- Funding will be provided to each of the four subareas of the County for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be distributed based on the percentage of the population over age 70 in each of four planning areas:
 - North County – including the Cities of Berkeley, Oakland, Albany, Alameda and Emeryville.
 - Central County – including the Cities of Hayward, San Leandro and adjacent unincorporated areas including Castro Valley, Ashland and Cherryland.
 - South County – including the Cities of Fremont, Union City, and Newark
 - East County – including the Cities of Livermore, Dublin and Pleasanton and adjacent unincorporated communities including Sunol.

While the actual amount allocated to each planning area will change as population changes over time, the current allocation to the four planning areas using 2011 population data is shown in Figure 4 below. It should be noted that both the current Measure B and the proposed new sales tax measure allow PAPCO to refine the formula for dividing the funds in each planning area to individual cities. It should also be noted that the formula for dividing funds to each planning area is proposed to be based on the over age 70 population which is a change from the current measure. All parts of the County will receive an increase in funds; however the amount of increase will vary as this new formula is introduced.

POTENTIAL PROGRAMS FOR A DRAFT EXPENDITURE PLAN
Alameda CTC

Figure 4 – Specialized Transportation Program Comparison with Measure B

Agency	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		% Increase, 2013-2022 (Existing vs. Existing + Proposed)
	Total	Annual	Total	Annual	Total	Annual	
North, Non-ADA	\$ 13.8	\$ 1.38	\$ 27.0	\$ 2.70	\$ 84.2	\$ 4.21	96%
Central, Non-ADA	\$ 9.8	\$ 0.98	\$ 18.0	\$ 1.80	\$ 52.2	\$ 2.61	84%
East, Non-ADA	\$ 2.3	\$ 0.23	\$ 5.9	\$ 0.59	\$ 22.7	\$ 1.14	153%
South, Non-ADA	\$ 11.8	\$ 1.18	\$ 18.2	\$ 1.82	\$ 40.5	\$ 2.03	54%
East Bay Paratransit - AC Transit	\$ 46.5	\$ 4.65	\$ 88.2	\$ 8.82	\$ 266.2	\$ 13.31	90%
East Bay Paratransit - BART	\$ 16.7	\$ 1.67	\$ 27.2	\$ 2.72	\$ 66.6	\$ 3.33	62%
Coordination and Gap Grants	\$ 16.1	\$ 1.61	\$ 26.5	\$ 2.65	\$ 66.6	\$ 3.33	65%

Funds will be further allocated to individual cities within each planning area based on a formula refined by PAPCO, the group of paratransit consumers that advise the Alameda CTC Board of Directors.

- Grant funds administered by Alameda CTC 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 mandated and non-mandated services.
- Grant awards will emphasize demonstrations or pilot projects which can leverage other funds. Public agencies, and private non-profit community based organizations will be eligible to receive funds on a competitive basis.

POTENTIAL PROGRAMS FOR A DRAFT EXPENDITURE PLAN
Alameda CTC

Program D – Bicycle and Pedestrian Safety (7.0%)

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

- Pass through funding (5%) will be provided on a monthly basis to the cities and to Alameda County to be spent on planning, construction and maintenance of bicycle and pedestrian projects, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Pass through funding will be provided to each City within the County and to Alameda County based on their proportional share of population. Proposed funding allocations, based on current population, is shown in Figure 5 below. These figures will be revisited regularly as new information becomes available. Because the formula for allocating pass through funds does not change, all jurisdictions receive a proportional increase in funds, amounting to more than doubling their pass through distributions.

Figure 5 – Bicycle and Pedestrian Program Comparison with Measure B

Jurisdiction	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		\$ Increase, 2013-2022
	Total	Annual	Total	Annual	Total	Annual	
Alameda	\$ 2.1	\$ 0.21	\$ 4.6	\$ 0.46	\$ 16.3	\$ 0.81	\$ 2.55
Albany	\$ 0.5	\$ 0.05	\$ 1.2	\$ 0.12	\$ 4.1	\$ 0.20	\$ 0.64
Berkeley	\$ 3.1	\$ 0.31	\$ 7.0	\$ 0.70	\$ 24.8	\$ 1.24	\$ 3.89
Dublin	\$ 1.3	\$ 0.13	\$ 2.9	\$ 0.29	\$ 10.1	\$ 0.51	\$ 1.59
Emeryville	\$ 0.3	\$ 0.03	\$ 0.6	\$ 0.06	\$ 2.2	\$ 0.11	\$ 0.35
Fremont	\$ 6.0	\$ 0.60	\$ 13.4	\$ 1.34	\$ 47.2	\$ 2.36	\$ 7.40
Hayward	\$ 4.0	\$ 0.40	\$ 9.0	\$ 0.90	\$ 31.8	\$ 1.59	\$ 4.98
Livermore	\$ 2.3	\$ 0.23	\$ 5.1	\$ 0.51	\$ 17.8	\$ 0.89	\$ 2.80
Newark	\$ 1.2	\$ 0.12	\$ 2.7	\$ 0.27	\$ 9.4	\$ 0.47	\$ 1.47
Oakland	\$ 10.9	\$ 1.09	\$ 24.4	\$ 2.44	\$ 86.1	\$ 4.30	\$ 13.51
Piedmont	\$ 0.3	\$ 0.03	\$ 0.7	\$ 0.07	\$ 2.4	\$ 0.12	\$ 0.37
Pleasanton	\$ 2.0	\$ 0.20	\$ 4.4	\$ 0.44	\$ 15.5	\$ 0.77	\$ 2.43
San Leandro	\$ 2.4	\$ 0.24	\$ 5.3	\$ 0.53	\$ 18.7	\$ 0.94	\$ 2.94
Union City	\$ 1.9	\$ 0.19	\$ 4.3	\$ 0.43	\$ 15.3	\$ 0.77	\$ 2.40
Alameda County	\$ 3.9	\$ 0.39	\$ 8.8	\$ 0.88	\$ 31.1	\$ 1.56	\$ 4.88
Regional Grants	\$ 14.0	\$ 1.40	\$ 34.9	\$ 3.49	\$ 133.1	\$ 6.66	\$ 20.88

POTENTIAL PROGRAMS FOR A DRAFT EXPENDITURE PLAN
Alameda CTC

Grant funds administered by Alameda CTC (2.0%) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities. These proposed funds will be periodically distributed on a competitive basis to jurisdictions and community based organizations who propose projects with proven ability to:

- Increase the number of trips made by bicycle and on foot
- Improve coordination between jurisdictions
- Enhance opportunities for recreational cycling
- Implement major elements of the County's Bicycle Master Plan and Pedestrian Master Plan
- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- 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 are also proposed to be used to hire a Countywide Bicycle and Pedestrian Coordinator position.

Program E – Sustainable Transportation and Land Use Connections (3.0%) (New)

These proposed competitive grant funds are designed to be administered 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.
- 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. Grant awards will emphasize projects which can leverage other funds.

Program F – Technology, Innovation and Development (2.0%) (NEW)

These proposed competitive grant funds are designed to be administered by the Alameda CTC for the purposes of developing 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 and implementation of new technology and innovative strategies designed to improve the efficiency or effectiveness of our transportation system.
- Planning development and implementation of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development and implementation 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 and implementation 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. Grant awards will emphasize projects which can leverage other funds.

Proposed Program G – Freight and Economic Development (2.0%) (NEW)

These proposed competitive grant 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 will 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 periodically by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include the Cities in Alameda County, Alameda County, the Port of Oakland and the Oakland Airport. Grant awards will emphasize projects which can leverage other funds.

Program H – Community Based Transportation Planning (0.5%) (NEW)

These proposed competitive grant funds are designed to be administered by the Alameda CTC for the purposes of implementing projects and programs developed through the Community Based Transportation Planning processes in low income and at-risk communities as defined by the Metropolitan Transportation Commission.

These proposed funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds. Public agencies, and private non-profit community based organizations will be eligible to receive funds on a competitive basis.

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

CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

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

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

Questions/feedback from the members:

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

CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

6. LSR funds are allocated to the jurisdictions as pass-through funds. The TEP should have something in place that encourages and rewards jurisdictions for making improvements to streets that have transit; this could be under Transportation Land Use. Staff stated that this is stated in the second point under *Program E – Sustainable Transportation and Land Use Connections*. CAWG members requested to make the statement clearer. The members suggested that the statement should also apply to LSR.
7. Where does the student pass fit under programs? Staff stated that the student pass could be included under a number of programs, including Mass Transit, Sustainable Transportation and Land Use Linkage, and Community Based Transportation Planning (CBTP) Implementation.
8. CAWG members stated concerns that the student pass is not a separate line item, and it will have to compete as a competitive grant program under pilot programs. Assuming the program is successful, then will the project sponsor continue to fund it? Members have seen this as a challenge with the Lifeline Transportation Program at the regional level where programs just get their legs under them and have to go out and look for funding. It was noted that the student pass program shouldn't negative be affected because of the structure of the programs.
9. All the programs are worthwhile; however, Alameda CTC needs to reconsider the split between projects and programs. Members are still concerned it's not enough, specifically for transit. For example, \$10 million a year for AC Transit will just prevent service cuts in 2012. It will not build up transit. Alameda CTC needs to re-think the amount for LAVTA; \$2 million a year will not be enough to restore lost services. Community-based transportation plans should provide more dollars to transit instead of diffusing it through a grant program. Staff stated that when the group is thinking about the 60-40 percent split, consider that some projects would normally have to compete through the grant programs, which are called programmatic projects. Programmatic projects can be placed in the capital portion of the expenditure plan and treated like capital projects; they will not have to compete for the smaller-level grants and will be implemented like capital projects.
10. Concerns were stated about emphasizing innovative and emerging projects. Where is more emphasis on the last mile to transit, such as safe routes to transit? Use language to reinforce this in several programs. Staff stated that Alameda CTC can include language under the bike/ped program as well. A member suggested to also place that language under *Program A – Mass Transit Operations, Maintenance and Safety*.
11. The description of Central County is not correct on page 6 of Attachment 05A. Staff noted that it will correct it.
12. A member suggested to include CAWG's comments to the Steering Committee in the agenda packet not as a handout. Staff stated it will do so, and has time due to the mailout dates.
13. For approved capital projects, are there criteria we can set up before Alameda CTC releases the funds? Can we recommend criteria for capital projects? Are there criteria for the sponsor to set up the project before Alameda CTC releases grant funds? Regarding Complete Streets, a member wants the ability to address neighborhood

CAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

issues through TOD. Staff stated that projects are very different than programs, and each project goes through a developmental and environmental process and is funded in phases. For grants, the requirements are based on agreements with the project sponsors. It was also noted that the growth in senior population will be very strong, and will require ensuring appropriate formulas in the TEP to provide the paratransit money where it is most needed.

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Technical Advisory Working Group October 13, 2011 Meeting

TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

On September 22, 2011, the Steering Committee adopted the TEP Parameters, providing guidance for the development of a preliminary draft TEP. On October 13, 2011, staff presented a recommendation for percentage allocations to program categories and requested input from TAWG on the overall distribution percentage among the categories proposed for the programs (60 percent) portion of the measure. Generally, the TAWG members would like to see more funds flow directly to the local jurisdictions so they can have the discretion to apply the funds how and where they want based upon their jurisdiction needs, rather than having to apply for grants. They expressed following:

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

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

Questions/feedback from the members:

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

TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

- Program D – Bicycle and Pedestrian Safety: Bicycle and pedestrian infrastructure is the same as improving the roads; therefore, keep the bicycle and pedestrian funds at 5 percent, knowing they are also helped by the Local Streets and Roads Program, would provide adequate funding amounts.
- Program E – Sustainable Transportation and Local Land Use Linkages: Members stated that this is an overlap with what the Metropolitan Transportation Commission (MTC) is doing, and members do not understand why Alameda CTC wants create an additional grant program with Program E.
- Program F – Technology, Innovation and Development: Local jurisdictions are struggling to find operations funds for innovative ideas, and so this program is necessary for the future of Alameda County.
- Program G – Freight and Economic Development: Members stated that 2 percent for this program is too much.

Members restated that operational funds should be maximized because they are much needed and that funds should be distributed directly to the local jurisdictions for the reasons stated above to spend at their discretion based upon the local needs.

Members voiced concerns about how the Association of Bay Area Governments (ABAG) and MTC are shifting funds to Transit Oriented Development (TOD) areas. Alameda CTC and jurisdictions will need to pay attention to this relationship for how it will impact Program E. Funds are also shifting from the State Transportation Improvement Program (STIP) and the Federal Congestion Mitigation and Air Quality (CMAQ) to Program E. Staff stated that the Alameda CTC has been participating in the One Bay Area Grant (OBAG) dialogue and providing comment, but that funds from the OBAG grant are being more closely aligned with TODs, and TAWG will see that reflected in both the Countywide Transportation Plan (CWTP) and the TEP.

2. Will San Francisco Bay Area Rapid Transit District (BART) station modernization fall under projects or programs? Staff stated that station modernization will fall under programs. Where will station modernization fit on the list of programs in Attachment 05A? Staff stated that the CWTP will identify station modernization as eligible for funding under programs, and it will appear in the second draft of the plan.

Will the BART to Livermore project be eligible for additional operational funds? Staff stated that BART has never received operational funds from Measure B, with the exception of some funds to help meet the ADA mandate. The BART representative stated that if BART is looking for an extension on the BART to Livermore project, additional operating funds may be necessary to cover any subsidies required. In the MTC Transit Sustainability Project process, MTC is looking at reducing the transfer penalty between operators to make it seamless. This will improve the trip from the passenger perspective, but will reduce revenues.

TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

Will additional operating funds be included in the TEP to address the effect of the transfer penalty? Staff stated that there is an overall increase in transit operating funds that could potentially address some of this effect.

Will adding bike stations at BART fall into the bicycle pedestrian program? Staff stated if BART can show the number of people bicycling to transit, adding bike stations to BART as a program can fit within the bullet “increase the number of trips made by bicycle and on foot” under Program D.

BART has not been eligible for certain funds allocated by MTC, because the funds have been oriented toward local street networks. Will BART be eligible for TEP funds? Staff stated that along with jurisdictions and community-based organizations, BART may be eligible for many of the competitive grant programs.

3. Where are the programmatic capital projects? Staff stated that the programmatic capital projects nomenclature is specific to the CWTP and will be eliminated, because the programmatic capital projects under programs that were moved to capital projects in the CWTP are really all just smaller-scale capital projects. The term programmatic capital project is being used to keep track of them as they transition from one list to another.

Why can't we use a combination of residential and employment population to calculate the pass-through formula? Staff stated that it is bringing the same population and road miles calculation to the Steering Committee and if requested could look at other alternatives..

4. A member stated that using employment data to determine pass-through funding may skew the results by allocating money when there is no need and can take money away from a necessary project.
5. If augmentation is not indicated in the poll, when will the categories and percentages change? Staff stated that if augmentation is not an option, the program recommendations will change to reflect an extension only. Staff stated that Alameda CTC has received preliminary poll results, and they are encouraging. Staff will present the results to the Steering Committee at the October 27 meeting.
6. A member requested more information about the Community Based Transportation Planning (CBTP) program. Staff said the CBTP supports transit, bicycle and pedestrian improvements in low income areas and is supported by many of the other programs.
7. A member suggested that it's a good idea to use the LSR funds for Complete Streets.

TAWG Comments on Transportation Expenditure Plan (TEP) Program Allocations

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



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**Steering Committee Meeting 10/27/11
Attachment 06**

**Telephone Survey of Alameda County Voters
Conducted for Alameda County Transportation Commission (ACTC)
September 28 – October 9, 2011
n=805; Margin of Error= ± 3.5 percentage points
EMC #11-4453**

**Where applicable, results compared to previous ACTC survey
March 6 – March 14, 2011
n=813; Margin of Error= ± 3.4 percentage points
EMC #11-4407**

All numbers in this document represent percentage (%) values. Please note that due to rounding, percentages may not add up to exactly 100%.

Hello, my name is _____, may I speak with **(NAME ON LIST)**. **(SPEAK TO NAME ON LIST ONLY)**
Hello, my name is _____, and I'm conducting a survey for EMC Research to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, and are collecting this information on a scientific and completely confidential basis.

Region

Central	22%
East	19%
North	37%
South	22%

AGE

18-29	13%
30-39	16%
40-49	19%
50-64	31%
65+	20%

SAMPLE SPLIT 1

A	51%
B	49%

SAMPLE SPLIT 2

C	48%
D	52%

1. SEX (Record from observation)

Male	47%
Female	53%

2. Are you registered to vote in Alameda County?
 Yes→ CONTINUE 100%
 No→ **TERMINATE** -
3. Do you think things in Alameda County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?
- | | <u>Mar. 2011</u> | <u>Oct. 2011</u> |
|-----------------|------------------|------------------|
| Right direction | 41% | 40% |
| Wrong track | 36% | 38% |
| (Don't Know) | 22% | 21% |
4. What is the most important problem facing Alameda County today? (**OPEN END, 1 response, insert precode list**)
- | | | |
|----------------------------------|-----|-----|
| Jobs/Unemployment | 16% | 25% |
| Schools/Educational issues | 19% | 14% |
| Crime/Personal safety | 11% | 14% |
| Economical issues/Cost of living | 9% | 10% |
| Budget crisis/Budget cuts | 14% | 8% |
| Infrastructure/Traffic | 5% | 4% |
| High taxes | 3% | 3% |
| Poor leadership | 1% | 1% |
| Poverty/homeless | 2% | 1% |
| Healthcare | 1% | 1% |
| Troubled youth | 1% | 1% |
| Other mentions | 5% | 7% |
| Don't know | 13% | 8% |
| No Answer | - | 1% |
5. And what would you say is the most important transportation problem facing Alameda County today? (**OPEN END, 1 response, insert precode list**)
- | | | |
|--|-----|-----|
| Congestion/Traffic | 12% | 16% |
| Bad roads/Roads need repairs | 14% | 14% |
| Bart | 6% | 9% |
| Poor bus service overall/Poor mass transit | 12% | 9% |
| Lack of available service/
Cut-backs on transit service | 17% | 7% |
| Affordable mass transit/It is expensive | 5% | 6% |
| Gas prices are high | 7% | 5% |
| AC Transit | 1% | 5% |
| Funding for transportation | 3% | 4% |
| Safety | 1% | 3% |
| Other mentions | 4% | 7% |
| Don't know | 17% | 11% |
| No Answer | - | 3% |

(BEGIN SAMPLE SPLIT 1: HALF OF THE SAMPLE IN EACH REGION GETS EACH VERSION OF THE BALLOT QUESTION)

(SAMPLE A)

6. The following measure may be on the ballot next year in Alameda County:

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

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	66%
(Lean yes)	3% → 69%
No, reject	22%
(Lean no)	3% → 25%
(Undecided/Don't know)	6%

(SAMPLE B)

7. The following measure may be on the ballot next year in Alameda County:

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

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	57%
(Lean yes)	2% → 59%
No, reject	25%
(Lean no)	1% → 27%
(Undecided/Don't know)	14%

(END SAMPLE SPLIT 1: RESUME ASKING ALL)

Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

(AFTER EACH ELEMENT: Do you support or oppose this element of the ballot measure?)

(IF SUPPORT/OPOSE: Would you say you strongly support/oppose that element, or somewhat support/oppose that element?)

SCALE:	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	(Don't Know)
---------------	-------------------------	-------------------------	------------------------	------------------------	---------------------

This measure would...

(RANDOMIZE LIST)

8.	Maintain and improve mass transit programs that can get people out of their cars, including supporting A.C. Transit services and the Ace Train, which runs from the Central Valley through the Pleasanton area and on to San Jose, extending Bart to Livermore, and expanding express and feeder bus services.	57%	25%	5%	8%	4%
9.	Maintain and improve the County's aging highway system. The plan improves highway surfaces and authorizes major new projects to improve highways, interchanges, and major surface streets and roads to improve traffic flow.	51%	32%	7%	8%	3%
10.	Maintain and improve local streets and roads. This plan will provide money to every Alameda County city for repaving streets, filling potholes, and upgrading local transportation infrastructure.	61%	25%	5%	6%	3%
11.	Complete major bike and pedestrian routes and improve safety. The plan funds completion of trails along key commute corridors, including the East Bay Greenway, Iron Horse Trail, and Bay Trail, and makes significant road and bikeway improvements to keep cyclists and pedestrians safe while minimizing traffic disruption.	56%	24%	7%	9%	5%
12.	(SAMPLE A only) Extend the current transportation sales tax.	29%	34%	11%	20%	6%
13.	(SAMPLE A only) Increase the transportation sales tax by one half cent.	31%	30%	11%	24%	4%
14.	(SAMPLE B only) Establish a new one half cent transportation sales tax.	29%	30%	11%	19%	10%
15.	Require that the expenditure plan be revised and approved by the voters every 20 years.	42%	28%	9%	15%	6%
16.	Establish a permanent transportation sales tax for the County to guarantee long-term funding for roads, transit systems, bicycles and pedestrians, that cannot be taken by the State.	38%	30%	9%	18%	5%

SCALE:	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	(Don't Know)
17.	Ensure an independent Citizens Watchdog group audits the transportation agency and reports yearly to the public to insure the funds are spent according to the approved plan.				
	54%	27%	6%	7%	7%
18.	Allow the county to continue making critical road and transportation improvements. Past measures have paid for improving I-880, bringing Bart to Pleasanton and Warm Springs, and easing traffic bottlenecks at key interchanges like I-580 and I-680, and Highways 24 and 13, and this measure would build upon those successes.				
	48%	33%	5%	8%	5%

(END RANDOMIZE)

19. Given what you have heard, if the election on this ballot measure were held today, are you likely to vote yes to approve it, or no to reject it?
(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting “Yes” to approve, or toward voting “No” to reject?)

	Sample A	Sample B
Yes, approve (Lean yes)	76% 1% → 77%	72% 2% → 74%
No, reject (Lean no)	18% 2% → 20%	21% 1% → 22%
(Undecided/Don't know)	3%	4%

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to vote for this measure, where 1 means **much less likely** and 7 means **much more likely**. You may use any number on that scale. If the statement makes no difference in your support, please just say so.

AFTER EACH QUESTION, AS NEEDED: On a scale from 1 to 7, where 1 means much less likely and 7 means much more likely, how does that statement affect your vote on the transportation sales tax measure?

(RANDOMIZE ENTIRE LIST ACROSS ALL CATEGORIES)

SCALE:	1	2	3	4	5	6	7	No Difference	(Don't know) MEAN
	Much less likely							Much more likely	

Streets & Roads

20.	This measure will make the carpool lane on I-880 continuous between Oakland and Fremont;									
	8%	4%	7%	10%	18%	13%	33%	6%	2%	5.12
21.	This measure will fund installation of new technologies on I-880 to improve traffic flow;									
	8%	3%	6%	13%	19%	12%	30%	6%	3%	5.03

SCALE:	1	2	3	4	5	6	7	No Difference	(Don't know) MEAN	
	Much less likely			Much more likely						
22.	This measure will improve Route 84 between I-580 and I-680 near Livermore and Pleasanton to relieve both local and commuter traffic;									
	9%	6%	7%	11%	18%	13%	26%	8%	3%	4.86
23.	This measure will fund improvements to major regional roads, like Ashby Avenue in Berkeley, Broadway in Oakland, Mission Boulevard in Hayward, Union City and Fremont, and Stanley Boulevard in Pleasanton;									
	7%	4%	6%	12%	21%	15%	30%	4%	2%	5.14
24.	This measure will fund major improvements along the I-80 corridor, including at the on and off ramps at Gilman, University, Ashby, and Powell Streets, that make the corridor safer and less congested;									
	7%	4%	7%	13%	18%	13%	32%	5%	2%	5.09
25.	This measure funds major improvements that will make it easier and faster to get between I-680 and I-880 in Fremont;									
	9%	3%	8%	14%	18%	12%	28%	7%	2%	4.93
26.	This measure will fund major improvements along the I-680 corridor between Dublin and Fremont to make the corridor safer and less congested;									
	8%	4%	7%	16%	18%	10%	28%	7%	2%	4.90
27.	This measure will make the carpool lane on I-680 continuous between Dublin and Fremont;									
	10%	4%	7%	13%	17%	11%	27%	8%	3%	4.83
28.	This measure will fund installation of new technologies on I-680 to improve traffic flow;									
	9%	6%	6%	13%	20%	12%	25%	6%	4%	4.82
29.	This measure will make our streets, roads, and highways safer and more efficient;									
	9%	3%	6%	11%	17%	13%	36%	4%	1%	5.17
30.	This measure funds the completion of major improvements that will help traffic flow better throughout Alameda County;									
	7%	2%	7%	12%	18%	15%	33%	4%	2%	5.23

Public Transit

31.	This measure will restore some of the essential public transit services that have been eliminated due to state budget shortfalls;									
	8%	4%	7%	12%	17%	14%	32%	4%	2%	5.08
32.	This measure will provide critical funding needed to extend Bart to Livermore;									
	8%	4%	7%	11%	18%	13%	32%	4%	2%	5.08

SCALE:	1	2	3	4	5	6	7	No Difference	(Don't know) MEAN	
	Much less likely			Much more likely						
33.	This measure will extend commuter trains and buses over the Dumbarton Bridge to improve the commute to Silicon Valley;									
	8%	5%	7%	13%	17%	12%	29%	6%	2%	4.99
34.	This measure creates a Bus Rapid Transit system that can move people more quickly into and through the Oakland and Berkeley areas from other parts of the county;									
	8%	4%	7%	13%	18%	13%	30%	4%	3%	5.01
35.	This measure will expand express and rapid bus services;									
	7%	4%	5%	13%	20%	12%	32%	5%	1%	5.12
36.	This measure makes it easier to use multiple forms of transit in a single trip by creating coordinated transit centers;									
	7%	3%	4%	11%	19%	15%	34%	5%	2%	5.29
37.	Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth, and people with disabilities.									
	5%	3%	3%	9%	13%	14%	50%	2%	1%	5.71
38.	This measure will make it easier to get to work and school using public transportation;									
	7%	2%	4%	10%	15%	15%	41%	4%	2%	5.49
39.	This measure will support commuter ferry services;									
	11%	6%	6%	15%	15%	12%	25%	7%	3%	4.68
40.	This measure ensures that seniors and people with disabilities can get where they need to go on public transit;									
	5%	2%	4%	10%	15%	14%	45%	3%	2%	5.62
41.	This measure will rebuild the tracks through the Bay Fair Bart station in San Leandro to allow Bart to run trains directly from Dublin -Pleasanton towards Fremont and San Jose;									
	8%	4%	4%	11%	17%	15%	34%	4%	2%	5.20
42.	This measure will modernize our aging Bart stations to improve reliability, performance, comfort, and sustainability;									
	8%	4%	5%	11%	21%	14%	30%	4%	2%	5.08
(BEGIN SAMPLE SPLIT 2)										
(SAMPLE C)										
43.	This measure helps kids get to school safely by providing middle and high school students in the county with a transit pass;									
	10%	3%	6%	12%	17%	9%	39%	2%	2%	5.16

SCALE:	1	2	3	4	5	6	7	No Difference	(Don't know)	MEAN
	Much less likely			Much more likely						

44.	This measure encourages transit use by the next generation by providing middle and high school students in the county with a transit pass;									
	8%	4%	7%	10%	19%	10%	36%	4%	2%	5.14
45.	This measure improves air quality and reduces traffic around schools by providing middle and high school students in the county with a transit pass;									
	10%	6%	4%	9%	16%	12%	38%	3%	3%	5.15

(END SAMPLE C)

(SAMPLE D)

46.	This measure helps kids get to school safely by providing middle and high school students in the county with a free transit pass;									
	7%	2%	4%	13%	14%	11%	45%	4%	1%	5.48
47.	This measure encourages transit use by the next generation by providing middle and high school students in the county with a free transit pass;									
	8%	4%	7%	10%	14%	11%	40%	4%	2%	5.28
48.	This measure improves air quality and reduces traffic around schools by providing middle and high school students in the county with a free transit pass;									
	7%	4%	4%	11%	15%	12%	42%	3%	2%	5.41

(END SAMPLE SPLIT 2: RESUME ASKING ALL)

Bike/Ped

49.	This measure will complete important bicycle and pedestrian trails in the East Bay, including commute corridors like the Bay Trail, Iron Horse Trail, and the East Bay Greenway;									
	9%	4%	6%	12%	17%	13%	34%	4%	2%	5.11
50.	This measure will make our streets and roads safer for pedestrians and bicyclists, including the county's three hundred forty thousand school-age children;									
	6%	3%	6%	11%	14%	13%	41%	4%	2%	5.40

Goods Movement

51.	This measure will make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion;									
	6%	4%	7%	14%	17%	13%	31%	5%	3%	5.11
52.	This measure will reduce the pollution and traffic congestion caused by the trucks that carry goods on our streets and roads;									
	9%	3%	5%	11%	17%	14%	35%	4%	2%	5.16

SCALE:	1	2	3	4	5	6	7	No Difference	(Don't know) MEAN
	Much less likely							Much more likely	

Air Quality/Emissions Reduction

53.	This measure will improve air quality by reducing traffic congestion, promoting bicycling, walking, and public transit use, and reducing truck traffic on our roads and highways;									
	9%	3%	6%	11%	14%	14%	37%	4%	2%	5.22

Economic Benefit

54.	With the Federal Government in Washington unable to act and severe cuts from Sacramento, this measure will stimulate the local economy and create thousands of jobs right here in Alameda County;									
	8%	3%	5%	10%	13%	14%	42%	4%	1%	5.38
55.	This measure will fund multi-use development projects that include housing, restaurant, retail, and businesses, with convenient access to existing and new transportation systems and options;									
	12%	5%	8%	12%	19%	11%	23%	7%	3%	4.62
56.	The expenditure plan for this measure invests in every part of Alameda County, and is the result of years of outreach, collaboration, and public involvement;									
	7%	4%	6%	14%	17%	14%	24%	9%	5%	4.93

(END RANDOMIZE)

(BEGIN SAMPLE SPLIT 1)

(SAMPLE A)

57. Now I'd like to read you the measure again:

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

Given all you have just heard, if this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	79%
(Lean yes)	1% → 79%
No, reject	18%
(Lean no)	1% → 19%
(Undecided/Don't know)	2%

58. And what if the measure was for one quarter cent, instead of one half cent? If this measure were on the ballot today for one quarter cent, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	73%
(Lean yes)	1% → 74%
No, reject	23%
(Lean no)	1% → 24%
(Undecided/Don't know)	2%

(SAMPLE B)

59. Now I'd like to read you the measure again:

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

Given all you have just heard, if this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	72%
(Lean yes)	2% → 74%
No, reject	20%
(Lean no)	0% → 21%
(Undecided/Don't know)	5%

60. And what if the measure was for one quarter cent, instead of one half cent? If this measure were on the ballot today for one quarter cent, are you likely to vote yes to approve it, or no to reject it?

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

Yes, approve	72%
(Lean yes)	2% → 75%
No, reject	20%
(Lean no)	1% → 22%
(Undecided/Don't know)	4%

(END SAMPLE SPLIT 2: RESUME ASKING ALL)

61. Some people say now is not the time to raise our taxes, but that we should try to secure long-term local funding for transportation, since the State and Federal Governments are not reliable sources of transportation money. If Alameda County proposed only extending the current one half cent transportation sales tax with no increase to provide long-term funding for a basic set of transportation projects and programs, would you be likely to vote yes to approve it, or no to reject it?

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

Yes, approve	68%
(Lean yes)	2% → 70%
No, reject	25%
(Lean no)	1% → 26%
(Undecided/Don't know)	4%

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

62. In terms of your job status, are you employed, unemployed but looking for work, retired, a student, or a homemaker?

Employed	56%
Unemployed	10%
Retired	20%
Student	5%
Homemaker	5%
(Other)	1%
(Don't Know)	2%

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

Rent/other	34%
Own/buying	61%
(Don't know/Refused)	5%

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

SCALE:	1	2	3	4	5	6	7	(Don't know)	MEAN
	Very Liberal			Very Conservative					
	13%	12%	20%	17%	17%	6%	10%	6%	3.76

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

Some grade school	2%
Some high school	4%
Graduated high school	11%
Technical/Vocational	2%
Some college	24%
Graduated college [including Bachelors, BA]	34%
Graduate/Professional [including Masters, PhD, etc]	19%
(Don't know/Refused)	4%

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

Hispanic/Latino	12%
Black/African-American	9%
White	54%
Asian or Pacific Islander	11%
(Bi-racial/ Multi-racial)	1%
Something else/ other	7%
(Refused)	6%

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

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

THANK YOU!

PARTY REGISTRATION FROM SAMPLE

Democrat	58%
Republican	17%
Other	6%
DTS	20%

CITY CODE FROM ADDRESS

Alameda	3%
Albany	2%
Berkeley	10%
Castro Valley	5%
Dublin	3%
Emeryville	1%
Fremont	14%
Hayward	8%
Livermore	8%
Newark	4%
Oakland	21%
Piedmont	0%
Pleasanton	8%
San Leandro	8%
San Lorenzo	2%
Union City	5%

SUPERVISOR DISTRICT FROM SAMPLE

1	28%
2	18%
3	15%
4	17%
5	22%

LANGUAGE OF SURVEY

English	94%
Spanish	3%
Cantonese	3%

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MEMORANDUM

from **Joan Chaplick and Carolyn Verheyen, MIG**

re **Proposed CWTP/TEP Community Outreach Approach and Strategy: Fall 2011**

date **10/6/11**

OVERVIEW

This memorandum describes the proposed outreach approach and strategy for the second round of community outreach for the Alameda Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP), which was approved by the Steering Committee on July 28, 2011. Actual dates of the meetings will be provided to CAWG, TAWG, and the Steering Committee members once finalized.

The purpose of these outreach activities is to:

- Remind participants of the purpose of the CWTP and its relationship to the Transportation Expenditure Plan (TEP)
- Present the draft CWTP for review and comment; and
- Present preliminary TEP project, program and financial information.

Based on experience developed during the first round of outreach on the CWTP, conducted January through March 2011, the outreach team recommends that a suite of materials be developed for use in three main outreach strategies – Community Workshops, Web-based Outreach and an Outreach Toolkit. This will ensure clear and consistent messaging in multiple mediums. It will also enable the outreach team to collect comments on the draft CWTP through a variety of methods, allowing for more comprehensive data analysis.

This overarching strategy also responds to the lessons learned from the initial round of outreach done in the spring of 2011, as documented in the Summary of Public Participation Findings. In implementing these strategies, there will be an increase in coordination with stakeholder groups, with targeted outreach to Asian and Latino populations in order to achieve a level of participation representative of county demographics. There will also be an emphasis on increasing participation of residents in the central and southern planning areas of the county.

OUTREACH MATERIALS

MIG, along with Alameda CTC staff, will assemble a suite of materials that will educate the public on the key elements of the draft CWTP and enable the Alameda CTC to collect comments and feedback on the draft CWTP. These materials will also aid in explaining the TEP development process, the preliminary projects, programs and financial information and how it integrates with the CWTP process. These materials will be flexible enough to be incorporated in a number of outreach strategies, such as Community Workshops and online efforts.

The materials will include:

- An Executive Summary or Summary of Key Sections from the draft CWTP, and preliminary TEP information
- A Fact Sheet explaining the CWTP/TEP process
- A Questionnaire in hard copy and web-based formats

OUTREACH STRATEGIES

1. Community Workshops (5)

Alameda CTC will host one two-hour workshop in each of the five supervisorial districts. The workshops will be held on weekday evenings, Monday through Thursday, during the months of October and early November. The outreach team will begin scheduling the workshops, and if available, host them in the same ADA and transit-accessible venues used in the first round of workshops. These potential venues include:

- Oakland City Hall
- Fremont Public Library
- Hayward City Hall
- San Leandro Library
- Dublin Public Library

Those participants who shared their email contact information during the first round of workshops will be invited via email to attend the second round of workshops. MIG will utilize existing media contacts to publicize the community workshops. MIG will also coordinate with Alameda CTC staff and advisory committee members to advertise the workshops through existing communication channels such as the Alameda CTC website, newsletters and email announcements.

The following list identifies workshop outreach methods and materials:

Workshop Outreach Method

E-Mail Announcement
Public Service Announcements
Press Release
Website Announcement
Newspaper advertisements

Workshop Materials

Agenda
Draft CWTP and preliminary TEP materials
PowerPoint Presentation
Display Boards
Workshop Handouts (CWTP Executive Summary, CWTP-TEP Process Graphic, TEP preliminary materials)
Comment Form (to include additional demographic information questions such as which planning area of the county participants live and/or work)

The E-mail announcement will do the following:

- Encourage community members to attend a workshop;
- Encourage community members to take the online web questionnaire;
- Offer to translate project materials, including the fact sheet and questionnaire, into requested languages for community members; and
- Offer to meet in-person to make a presentation on the plan and participate in a discussion with existing community groups at their regularly scheduled meetings.

2. Web-based Outreach

Website Updates

Using information taken from the suite of materials, MIG will update the Alameda CTC website appropriately. As a major communication tool, the web will be used to advertise the public meetings, as well as provide a link to an online survey where members of the public can share their opinions on the draft CWTP and preliminary TEP information.

Online Questionnaire

Using the questionnaire developed as part of the suite of materials, MIG will implement an online survey which will be hosted on the Alameda CTC website. Within this survey MIG will collect important demographic information, including which County planning area (North, Central, East or South) the participant lives and works in. The online questionnaire will also inquire as to the level of review of the draft CWTP survey participants were able to complete before commenting.

Email Blasts

Email will be an important method for both educating the public on the CWTP-TEP process and inviting them to share their opinions regarding the draft CWTP and preliminary TEP information. Emails will be used to:

- Inform members of the public about the release of the draft CWTP and preliminary TEP information;
- Direct members of the public to the online questionnaire;
- Invite members of the public to attend Community Workshops; and
- Offer opportunities for an on-site meeting to be conducted with local groups using the outreach toolkit.

3. Outreach Toolkit

During the first round of outreach, MIG developed an outreach toolkit, which was used by CAWG, TAWG, CAC, PAPCO, CWC and Commission members and other trained Alameda CTC and consultant team staff. Using the toolkit, staff and advisory group members were able to inform and receive comment from 724 community members. The outreach team recommends these relationships be strengthened with a second round of outreach efforts based on the toolkit concept.

The outreach toolkit will also be used for more concentrated outreach to under-served communities that were not fully represented in the first round of outreach.

The toolkit can also be used for a meeting in a culturally-appropriate location if requested by a community group or organization. The outreach tool will be used to help promote the five community workshops, so anyone seeking a more in-depth participation opportunity is encouraged to attend.

The outreach toolkit is anticipated to include the following:

1. Moderator Guide
2. Fact Sheet
3. Participant Questionnaire
4. Outreach Recording Template
5. Self-Addressed Stamped Envelope (SASE)

MIG will provide a second round of training to Advisory Committee members in order to familiarize them with the updated toolkit and methods for getting input on the draft plan.

TITLE VI COMPLIANCE

MIG has compiled a broad stakeholder list that identifies a variety of groups representing the ethnic and cultural diversity of Alameda County. Groups will be contacted by email with an announcement that will:

- Encourage community members to attend one of the five conveniently located workshops;
- Encourage community members to take the online web questionnaire;
- Offer to translate project materials, including the fact sheet and questionnaire into requested languages for community members; and
- Offer to meet in-person to make a presentation on the plan and participate in a discussion with existing community groups at their regularly scheduled meetings.

The Questionnaire and workshop handouts will be translated into Spanish and Mandarin, and will be available in additional languages upon request.

The outreach team will monitor the results of the toolkit to track demographic representation in the process. Should gaps in participation be identified, the outreach team will directly contact groups and organizations that represent the needed communities.

DOCUMENTATION AND PRESENTATION

MIG will fully document the results of these methods and prepare a summary report and comments database similar to that prepared for the first round of outreach. Staff and consultants will present these results at meetings of the Steering Committee, CAWG and TAWG in the late fall.



Memorandum

DATE: October 17, 2011

TO: CWTP-TEP Steering Committee

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

SUBJECT: **Review of Administrative Draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan and Update on Development of 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. These 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 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.

October 2011 Update:

This report focuses on the month of October 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 is being updated and has been revised. Highlights include continued work on the One Bay Area Alternative Land Use Scenarios and the development of the two transportation networks to support those scenarios by ABAG and MTC and the release of the administrative draft of the Alameda Countywide Transportation Plan, approval of TEP projects and program packaging parameters, and announcement of the fall 2011 outreach process.

1) MTC/ABAG: Development of Alternative Land Use and Transportation Scenarios

On August 26, 2011, ABAG released the One Bay Area SCS Alternative Land Use Scenarios, including three constrained scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth. These scenarios will be used to inform the development of the Preferred SCS, which is now schedule to be approved by MTC and ABAG in May 2012. Two of the scenarios are based on unconstrained growth, assume very strong employment growth, and unconstrained funding to support housing affordability. The Alternative Land Use Scenario Report, revised September 1, 2011, presents the land use patterns for three scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth and assesses them based on economic growth, financial feasibility and reasonable planning strategies.

Concurrently, MTC has been working with the stakeholders to develop two transportation networks: Transportation 2035 and Core Capacity Transit networks. MTC staff began its scenario analysis and project performance assessment in September with results anticipated to be released in November and December.

2) CWTP-TEP

In September the CWTP-TEP Steering Committee, with input from CAWG and TAWG, released the administrative draft of the Countywide Transportation Plan for evaluation and comment and approved TEP parameters. Presentations will be made to the advisory committees and working groups in October. The administrative draft CWTP is found on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/3070. A draft list of Transportation Expenditure Plan projects and programs will be developed in October and November based on the administrative draft CWTP and the TEP parameters as well as public input. Public outreach on the CWTP and TEP will occur in October and November as presented below. More details about meeting locations and agendas can be found on the Alameda CTC website.

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	October 27, 2011 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
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	November 10, 2011 November 3, 2011

Committee	Regular Meeting Date and Time	Next Meeting
	cancelled and rescheduled jointly with TAWG on November 10.	
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	10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	October 27, 2011
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011
North County Transportation Forum	6:30 p.m. Alameda CTC offices	October 20, 2011

Fiscal Impact

None.

Attachments

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

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**Summary of Next Quarter Countywide and Regional Planning Activities
(October 2011 through January 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 October 2011 through January 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 CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Developing the second draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Conducting public outreach and a second poll; and
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval.

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 focusing on

- 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.

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work												
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

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

Calendar Year 2012

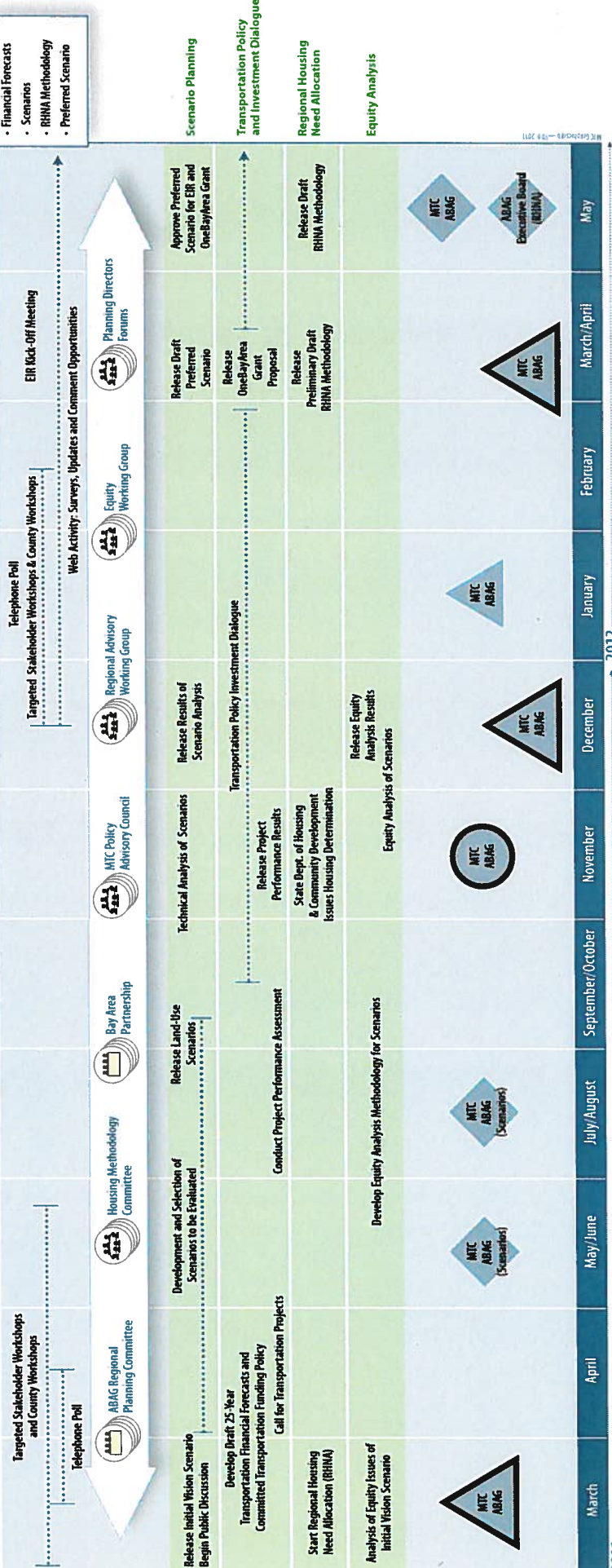
Task	2012											
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure 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												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans										
Polling				Potential Go/No Go Poll for Expenditure Plan								
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan									Release Draft SCS/RTP for review

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BayArea Plan

Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011
Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue



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

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

ABAG - ABAG Administrative Committee
MTC - MTC Planning Committee

JOINT document release by
ABAG and MTC

Decision

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

Meeting for Discussion/
Public Comment

*Subject to change

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

Local Government and Public Engagement

Milestones

Policy Board Action

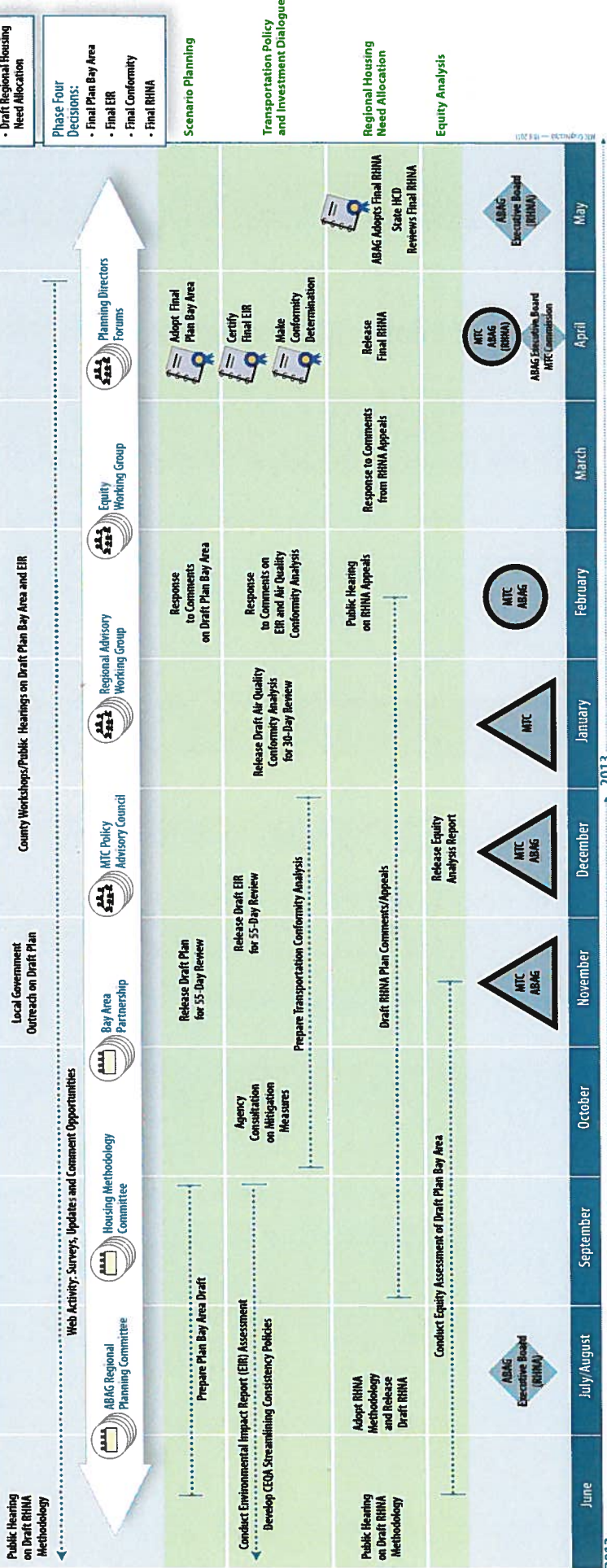
BayArea Plan

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

Revised October 2011

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

Phase 4: Plan Adoption



*Subject to change

Policy Board Actions: Meeting for Discussion/Public Comment, Decision, Document Release, JOINT document release by MTC-ABAG 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 November 3, 2011 2:30 – 5 p.m.</p> <p>TAWG 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 January 5, 2012 2:30 – 5 p.m.</p>	<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

	Meeting Date/Function	Outcomes	Agenda Items
	TAWG January 12, 2012 1:30 – 4 p.m. Steering Committee January 26, 2012 12 – 2 p.m.		<ul style="list-style-type: none"> <li data-bbox="938 138 1284 170">• TAWG/CAWG/SC update

Future Meeting Dates:

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

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

Definitions

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan



**Alameda CTC Community Advisory Working Group Meeting Minutes
Thursday, September 15, 2011, 12 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

CAWG Members:

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

Staff:

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

1. Welcome and Introductions

Tess Lengyel called the Community Advisory Working Group meeting to order at 1:05 p.m. and welcomed Hale Zukas to the group.

Guests Present: Dave Campbell, East Bay Bicycle Coalition; Jamey Dempster, Cambridge Systematics; Ryan Greene-Roesel, Cambridge Systematics, Sara LaBatt, EMC Research; Phil Olmstead, Nelson\Nygaard; Laurel Poeton, Alameda CTC; Cathleen Sullivan, Nelson\Nygaard; Carolyn Verheyen, MIG

2. Public Comments

There were no public comments.

3. Review of July 7, 2011 Meeting Minutes

CAWG members reviewed the meeting minutes from July 7, 2011, and by consensus approved them as written.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that Alameda CTC has performed many activities for the administrative draft of the CWTP, including a financially constrained list, and began work on parameters for the development of the Transportation Expenditure Plan

Staff is currently working on responses to the comments submitted on the Evaluation Outcomes, which staff will post on the website at the end of September, or early October.

5. Presentation and Discussion on the Draft CWTP

Beth gave a presentation on the CWTP. She stated that CAWG received an administrative draft of the CWTP, which contains all chapters except chapter 6. Staff is requesting input from the group on financially constrained projects and programs that will appear in chapter 6 (see Attachment 05B for a list of the projects and programs). Beth requested that the group submit comments in writing by September 20. Alameda CTC will incorporate input from CAWG and TAWG in chapter 6, and staff will distribute the first draft of the CWTP to the Steering Committee for approval at the September 22, 2011 meeting. Bonnie Nelson stated that chapters 5 and 6 are the chapters most likely to change as Alameda CTC finalizes the funding and projects and programs.

The discussion centered around the funding distribution shown in Table 3 on page 51 in the agenda packet. The members expressed the following:

- Make sure that money goes toward maintenance first and then toward expansion.
- Make sure to invest in transit and invest less in highways, even though the highways must be safe.
- A large amount of money is allocated to bicycle and pedestrian projects and programs. Staff stated that the bicycle and pedestrian funds are also used to improve trails and sidewalks.
- Members noted that safe roads are needed as well as maintaining a highly functional system
- What can the group expect to see in respect to Title VI for funding allocation? Staff noted that part of Title VI is performing outreach and reaching diverse communities. As was stated in earlier meetings, Alameda CTC will look at title VI on a countywide basis, not project-by-project; however, Title VI will be addressed by the project sponsors as the individual projects are developed.

Staff explained that the Steering Committee will release the administrative draft of the CWTP and the financially constrained list of projects and programs on September 22. In October, Alameda CTC will do a second round of evaluations. In November, the second draft of the CWTP will be available.

6. Breakout Session Discussion:

A. TEP Parameters and Preliminary TEP Projects and Programs Packaging

Bonnie reviewed the proposed TEP parameters recommended for the draft TEP. The parameters may change as a result of the poll and public outreach. The recommendation for approval by the Steering Committee is listed on pages 61 through 64 in the agenda packet. Bonnie informed the committee that these parameters are only for the new funding generated by the augmentation of Measure B and will not impact the current measure. She also mentioned that the Steering Committee generally supports the idea of innovation and technology, but was not in agreement about a new category in addition to the projects and programs categories.

Staff informed the group that Alameda CTC will perform a lot of outreach, and it may influence the TEP.

Questions/feedback from members:

- Performance Measures E: What is the motivation behind extending the number of years from five to seven to receive environmental approvals and to have a fully funded project? Staff noted that currently it takes about seven years to get funding for projects and that is why the change was suggested.
- Rainy Day Fund: What will we use it for? Staff stated that in the current measure, the paratransit program has created a de facto rainy day fund, and awards some Measure B dollars through a grant funded program. In the years when the Measure B revenues are low, the agency does not award grants, but uses this money to sustain programs. In some years, revenues will be higher than expected and the demand for project funding will be lower than expected. This could create a pool of money for future use.
- If we go for policy changes to meet greenhouse gas emission reductions, how will we fund them? Staff stated that Transportation Demand Management program may help to fund these efforts. The current expenditure plan specifies a congestion relief fund, and this money can address these needs.
- How do we prevent money from being defunded if it's not utilized properly? The current expenditure plan has an amendment process specified for capital projects and the programs agreements have clauses for the Alameda CTC right to withhold funds.

Bonnie gave an overview of the TEP allocation exercise. The purpose of the exercise is to:

- Let the committee members design their own TEP expenditure plan.
- Provide a venue by which members can evaluate the tradeoffs between various projects and programs within a realistic budget.
- Generate input about projects and programs and their funding levels to feed into a potential TEP expenditure plan.

The CAWG members separated into groups to run the TEP allocation exercise.

7. Report Back From Breakout Session

At the end of the breakout session, each group gave a summary of the information covered in its individual group to the full CAWG group. See Attachment A.

Members enjoyed the TEP allocation exercise and inquired if they can do this process again. Staff stated that it wanted to give the group an opportunity to see what the trade offs are. The goal is to take the findings from CAWG and TAWG and share it with the Commission. Alameda CTC will use an element of this tool in the public process, in the toolkit.

8. Discussion on the Outreach Process and Polling Questions

Sara LaBatt with EMC Research, Inc. gave an update on the fall 2011 poll. The poll is planned for early October with 800 interviews with each in 15 minutes. Participants will be given direction to evaluate two options in this poll: 1) extend and augment the half-cent transportation sales tax; or 2) augment now and extend later. The polling approach is to give half of the interviewee's option 1 and the other half option 2 to not confuse them by differences in two sets of questions.

Questions/feedback from the members:

- A member provided comments in advance of the meeting in the Attachment 08 handout. During the meeting, a member asked, "Should questions 6 and 7 read 'would you be likely' instead of 'are you likely?'"
- Generally, members stated that the language is too complex and suggested rewording of many of the questions to keep them simple, questions 8 through 11 in particular.
- A member made a suggestion to change the wording on question 41 to read as: "This measure encourages transit use by the next generation and substantial aid to getting to school safely by providing middle and high school students in the county with a transit pass."
- Another suggestion is to change question 7 to read "authorizes an additional half-cent ..."
- One member suggested to include questions related to the vision statement: Ask the interviewees how important air quality, health, and climate change are.
- Add a question on how rising transit costs are affecting residents.
- Include questions related to values and visions.
- Include questions asking about alternative modes of travel related to biking, walking, or transit.
- Generally, members said the survey is too long, and it may take longer than 15 minutes to complete.
- A member asked if question 19 through 49 will result in different answers. Sara stated that the point of this section is to determine the intensity of the response.

Tess announced that CAWG will have a regular meeting on October 6 starting at 2:30 p.m. A joint meeting with the Steering Committee and CAWG is scheduled for Friday, October 7 from 2:30 to 5 p.m.

Tess informed the group that Alameda CTC is finalizing the public meetings for the fall, and will hold five workshops around the county. Supervisor Carson is hosting a North County Sustainable Communities Strategy Leadership Summit on Wednesday October 12, 2011 from 1 to 4:30 p.m. at 12321 Oak Street, 5th Floor, Oakland, CA. The North County Transportation Forum will be held here on October 20, 2011 from 6:30 to 8:30 p.m.

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

Staff requested that CAWG members independently review the information in the packet.

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

Staff requested that CAWG members independently review the information in the packet.

11. Member Reports

None

12. Staff Reports

CAWG inquired in the past if the OneBayArea grant funding will come to CAWG and TAWG for review. Tess informed the group that staff will not present the funding options to CAWG and TAWG. The Commission is currently reviewing and providing comments on the OneBayArea grant.

13. Other Business

None

14. Adjournment

The meeting adjourned at 5 p.m.

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Alameda CTC Technical Advisory Working Group (TAWG) Meeting Minutes
Thursday, September 8, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

- List of staff with attendance status: Arthur L. Dao (P), Tess Lengyel (P), Beth Walukas (P), Bonnie Nelson (P), Laurel Poeton (P), Diane Stark (P), Saravana Suthanthira (P), Angie Ayers (P)

1. Welcome and Introductions

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

Guests Present: Gillian Adams, Association of Bay Area Governments; Dave Campbell, East Bay Bicycle Coalition; Jamey Dempster, Cambridge Systematics, Inc.; Alex Evans, EMC Research; Ryan Greene-Roesel, Cambridge Systematics, Inc.; Phil Olmstead, Nelson\Nygaard; Cathleen Sullivan, Nelson\Nygaard

2. Public Comments

There were no public comments.

3. Review of July 14, 2011 Minutes

TAWG members reviewed the meeting minutes from July 14, 2011 and by consensus approved them as written.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that Alameda CTC has performed many activities for the administrative draft of the CWTP, including preparing a financially constrained list, and began work on parameters for the development of the Transportation Expenditure Plan. Staff is currently working on responses to the comments that Steering Committee, TAWG, and the Community Advisory Working Group (CAWG) members submitted on the Evaluation Outcomes, and staff will post responses on the website and let members know when they're available.

5. Presentation and Discussion on the Draft CWTP

Beth Walukas stated that Alameda CTC is requesting input from the group on the first draft of the CWTP and on chapter 6, which is the investment chapter. Beth requested that the group submit comments in writing by September 20. The CWTP-TEP team will incorporate input from TAWG and CAWG in the plan and distribute the Administrative Draft of the CWTP to the Steering Committee for approval at the September 22, 2011 meeting.

Bonnie Nelson gave a presentation on the draft CWTP. After the presentation, the discussion centered on Item 05B, Attachment 6 - Summary tables for First Draft CWTP Project and Program Lists, tables 1 through 4. The group also requested that staff explain Attachment 3 – Projects by Groups A through E in detail.

Staff said that the Steering Committee will release the Administrative Draft of the CWTP and the financially constrained list of projects and programs on September 22. In October, Alameda CTC will perform a second round of evaluations using the constrained list of projects and programs. In November, the second draft of the CWTP will be available for comment.

6. Breakout Session Discussion:**A. TEP Parameters and Preliminary TEP Projects and Program Packaging**

Bonnie reviewed the proposed TEP parameters recommended for the draft TEP. The parameters may change as a result of the poll and public outreach. The Steering Committee's recommendation for approval is listed on pages 11 through 14 in the agenda packet.

A member requested that staff explain the polling results for augmenting versus extending the sales tax. Staff stated that the initial poll results showed that if the measure extends the current sales tax, the required two-thirds of voters will approve it; however, at the time of the poll, over two-third of those who responded to the poll did not support augmentation of the sales tax. Since it is clear that augmentation is needed to fulfill the program funding shortfall, one of the options is that Alameda CTC can go for

extension now and go back to the voters later for an augmentation. In any case, the second round of polling, which will be explained under item 8, will test the possibility to extend and augment now or augment now and extend later. Staff informed the group that members should submit comments in writing on the TEP parameters by September 20.

Bonnie gave an overview of the TEP allocation exercise. The purpose of the exercise is to:

- Let the committee members design their own TEP expenditure plan.
- Provide a venue by which members can evaluate the tradeoffs between various projects and programs within a realistic budget.
- Generate input about projects and programs and their funding levels to feed into a potential TEP expenditure plan.

The TAWG members separated into groups to participate in the TEP allocation exercise.

7. Report Back from Breakout Session

At the end of the breakout session, each group gave a summary of the information covered in its individual group to the full TAWG group. A summary of the TEP simulation exercises performed by TAWG on September 8th and CAWG on September 15th is included in Attachment A.

8. Discussion on the Outreach Process and Polling Questions

Alex Evans with EMC Research, Inc. gave an update on the fall 2011 poll. The poll is planned for early October and will include 800 interviews, 15 minutes each. The goal of this poll is to test and evaluate the possibility to extend and augment the half-cent transportation sales tax, or augment now and extend later. Staff informed the group that members can comment on the polling questions in writing by September 20.

Tess informed the group that Alameda CTC is finalizing the public meeting dates for the fall, and will hold five workshops around Alameda County. Supervisor Carson is hosting a North County Sustainable Communities Strategy Leadership Summit on Wednesday October 12, 2011 from 1 to 4:30 p.m. at 12321 Oak Street, 5th Floor, Oakland, CA. Alameda CTC and its Community Advisory Committee will host the North County Transportation Forum here on October 20, 2011 from 6:30 to 8:30 p.m.

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

Beth encouraged the TAWG members to review the information in the packet on the regional activity.

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

Tess discussed the schedule for upcoming meetings. Staff has added the following meetings to the schedule:

- October CAWG, TAWG, and Steering Committee meetings (October 6, 13, and 27 respectively).

- A joint meeting with CAWG and the Steering Committee on October 7. TAWG members are welcome to attend.
- A Steering Committee meeting on November 17 (the committee will also meet on December 1).

11. Member Reports/Other Business

None

12. Adjournment

The meeting adjourned at 4:30 p.m.



MEMORANDUM

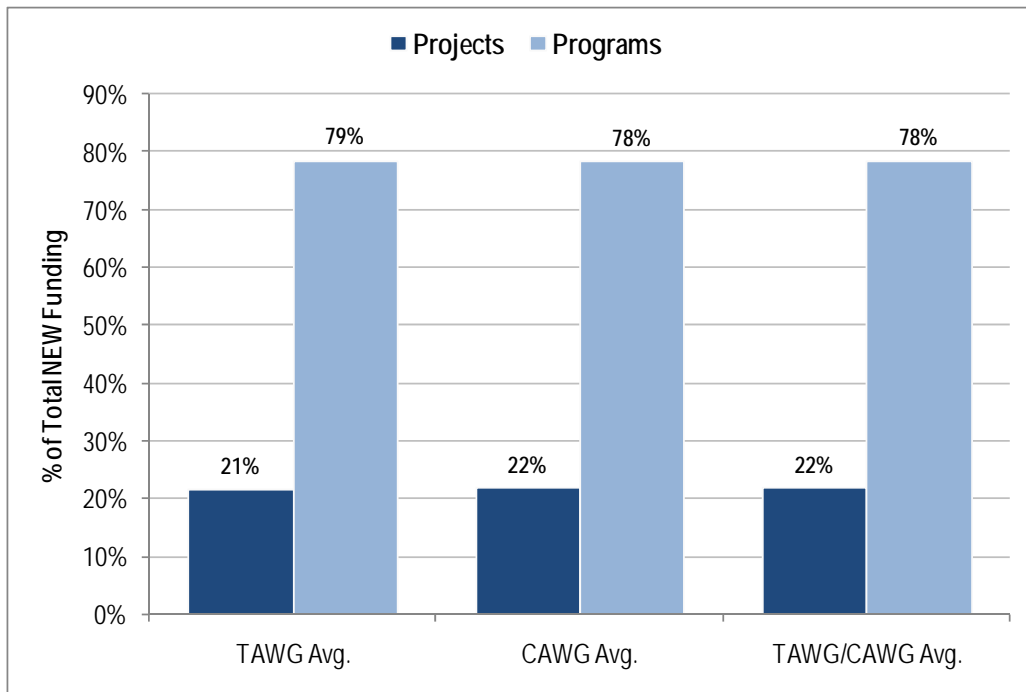
To: Alameda CTC Staff
From: Bonnie Nelson
Date: September 19, 2011
Subject: Summary of TAWG and CAWG TEP Simulation Exercise

Over the course of the TAWG/CAWG meetings a total of seven simulations were completed. These included 3 completed by TAWG members, 3 completed by CAWG members, and one completed by a single member of the public at the TAWG meeting. This memo provides a summary of the key themes drawn from those exercises.

Project vs. Program Split

- Members noted that they were not familiar with all the projects in the project list and therefore found some difficulty in understanding the project intent and benefit. Reviewing the applications at the meeting provided some clarity, but also took time which may have contributed to the following factors.
- Members had difficulty finding enough capital projects to reach the recommended 40% / 60% split between projects and programs. As shown in Figure 1, the average allocation for TAWG was 21% to projects and 79% to programs. CAWG was very similar, with 22% to projects and 78% to programs, on average. If it is desirable to fund more capital projects, the balance could be made up by moving programmatic capital projects into the capital component of the expenditure plan. This technique was used in a thoughtful way by one TAWG group, which achieved a 35% project split.
- It is important to note that time constraints with this exercise may have been a factor in the lower allocation to projects. Given more time, the groups may have chosen more projects, thus shifting the overall allocations. In particular, groups did not have enough time to carefully consider which of the programmatic capital projects could be shifted to the capital program.

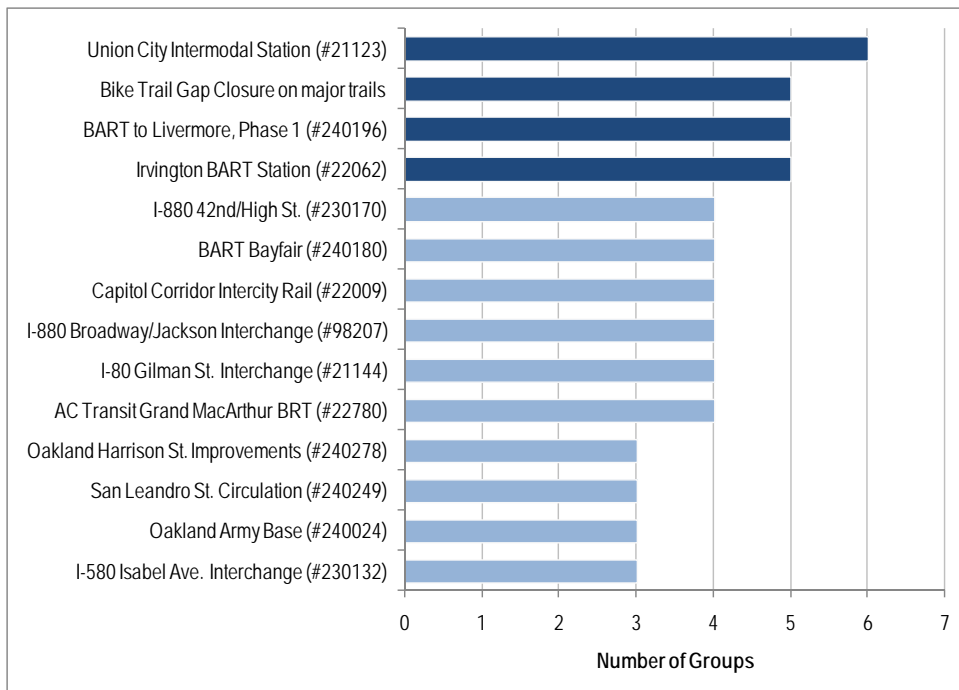
Figure 1 Average Split between Projects and Programs¹



Projects

- The most commonly selected projects are shown in Figure 2. The projects in dark blue can be considered “High Consensus” projects, as they were selected in at least five of the seven groups. The “Moderate Consensus” projects are in light blue, and denote projects that were selected by at least three groups.

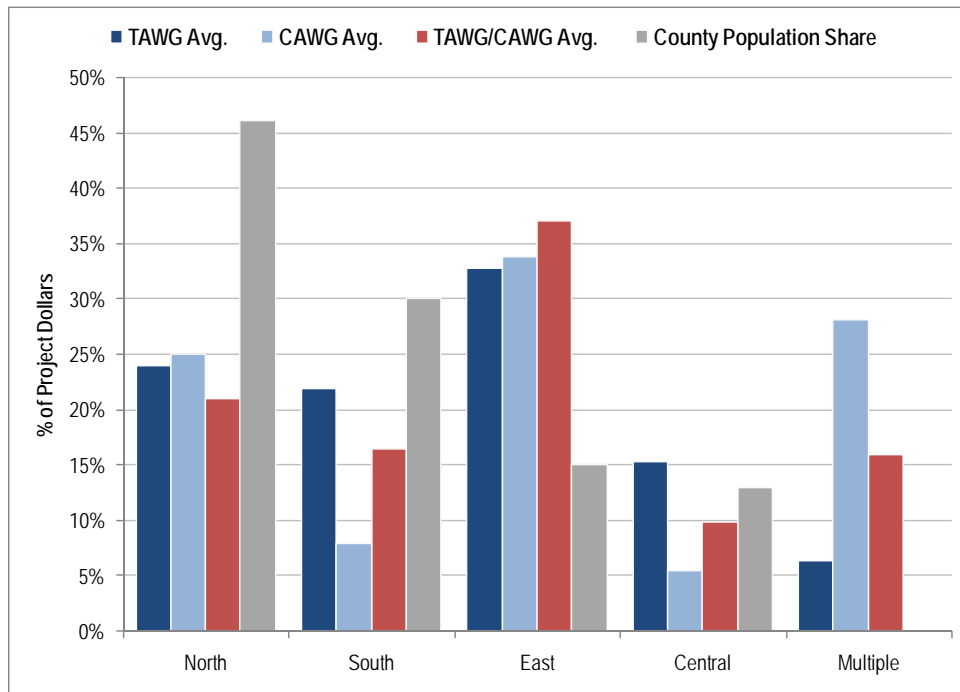
Figure 2 High (Dark Blue) and Moderate (Light Blue) Consensus Projects



¹ Includes many Programmatic Capital Projects

- Common project themes:
 - High consensus projects included only transit and bike projects.
 - BART projects and BART related projects dominated the high consensus group.
 - Bike Trail gap closure projects were found in many groups and included a number of different projects and funding levels.
 - Projects in the moderate consensus group were primarily lower cost highway oriented projects, including four interchanges spread throughout the County.
- None of the groups were able to achieve geographic equity with dollar allocations to projects alone. Figure 3 shows the average geographic distribution to each planning area.
- East County received the majority of the dollars allocated to projects, which is largely the result of numerous groups (5 of 7) allocating a substantial amount of money (between \$200 million and \$1.105 billion) to the BART to Livermore project. One CAWG group selected this project but did not come to consensus about how much money should be allocated to the project.
- North County consistently received the second highest allocation of project dollars, though still well below its share of population. Project allocations to South and Central Counties varied more substantially between TAWG and CAWG exercises.

Figure 3 Geographic Distribution of Project Dollars²



Programs

- All of the groups continued all of the current Measure B programs, including expanding the Transit Center program to include TOD, PDA, and Land Use policy support efforts. Figure 4 shows the average percentage breakdown for each of these five major program categories. A few observations are worth making:

² Includes \$1.3b allocated to Programmatic Capital Projects by one CAWG group - listed as "Multiple"

- Both TAWG and CAWG groups had difficulty managing the fact that a lower percentage allocation of a much higher amount will still result in more money going to a program than under the current Measure B. In other words, a smaller slice of a bigger pie is still larger than the previous slice of a smaller pie. For example, many groups increased the program percentage going to transit or to paratransit even though leaving the percentage the same as today would approximately double the amount of money available.
- Percent allocations to current programs were quite consistent across all groups. TAWG gave more to Local Streets & Roads than CAWG.
- The program totals in Figure 4 represent only the percentages being allocated to current Measure B programs. The current total for these programs is 60% - both CAWG and TAWG increased not only the dollar amount but the percentages being allocated to current programs.

Figure 4 Summary of Five Existing Program Categories

Program Category	Current Measure B	TAWG Avg.	CAWG Avg.	TAWG/CAWG Avg.
Local Streets & Roads	22.34%	26.7%	22.4%	23.6%
Mass Transit	21.92%	24.0%	25.3%	24.3%
Seniors & Disabilities	10.45%	11.3%	11.8%	11.4%
Bike/Ped	5.00%	5.8%	5.0%	7.0%
Land Use/TOD/PDA	0.19%	3.0%	2.5%	2.7%
Total	59.9%	70.8%	67.0%	69.0%

- Figure 5 shows the other added programs and their average percent allocations by group. Most of these new programs received small percentages compared with existing programs. These include two programs that represented a significant consensus – appearing in 4 of the 7 exercises:
 - Technology - (4 of 7 groups)
 - CBTP³ - (4 of 7 groups including one that explicitly included the student bus pass in this category)

Two additional programs were identified by two of the seven groups:

- Goods Movement - (2 of 7 groups)
- TDM – (2 of 7 groups)

³ Includes one group that included Student Bus Pass as part of CBTP.

Figure 5 Summary of New Program Categories (# of groups selected)

