



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

Thursday, March 24, 2011, 11 to 1 p.m.\*  
1333 Broadway, Suite 300, Oakland, CA 94612

**\*Note the earlier time due to the Initial Vision Scenario meeting from 1 to 2 p.m. on March 24.**

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

### Meeting Outcomes:

- Approve CAWG replacement member appointment
- Receive an update on Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since last meeting
- Finalize the Briefing Book
- Discuss outlines for transportation issue papers and best practices
- Receive an overview of Metropolitan Transportation Commission (MTC) call for projects and programs and Alameda County process
- Approve final performance measures
- Receive an update on public outreach
- Receive a presentation of polling results

11:00 a.m.	<b>1. Welcome and Call to Order</b>	
11:00 – 11:05	<b>2. Public Comment</b>	
11:05 – 11:10	<b>3. Approval of February 24, 2011 Minutes</b> <i><u>03 Steering Committee Meeting Minutes 022411.pdf</u></i> – Page 1	A
11:10 – 11:15	<b>4. Approval of CAWG Replacement Member Appointment</b> <i><u>04 Memo CAWG Replacement Member Application.pdf</u></i> – Page 13 <i><u>04A Resignation Letter and Replacement App.pdf</u></i> – Page 15	A
11:15 – 11:25	<b>5. Update on CWTP-TEP Activities Since Last Meeting</b>	I

- 
- 11:25 – 11:35 **6. Finalizing the CWTP-TEP Briefing Book** A  
*[06 Briefing Book Comments and Responses.pdf](#)* – Page 25  
*[06A Briefing Book.pdf](#)* – (view using the hyperlink below; not an attachment)  
<http://www.alamedactc.org/files/managed/Document/2013/ALAMEDA%20CTC%2000%20COMB.pdf>
- 11:35 – 11:45 **7. Discussion on Outlines for Transportation Issue Papers and Best Practices** I  
*[07 Memo Transportation Issues Overview.pdf](#)* – Page 47  
*[07A CAWG TAWG Comments on Issues Papers.pdf](#)* – Page 63
- 11:45 – 11:55 **8. Update on MTC Call for Projects and Programs and Alameda County Process** I  
*[08 Memo AlamedaCTC Approved Call for Projects.pdf](#)* – Page 67  
*[08A Preliminary List of Projects and Programs.pdf](#)* – Page 75  
*[08B Memo MTC Call for Projects.pdf](#)* – Page 95  
*[08C CWTP-SCS-RTP Process Flowchart.pdf](#)* – Page 109  
*[08D CWTP Project Screening Process.pdf](#)* – Page 111
- 11:55 – 12:05 **9. Approval of Final Performance Measures** A  
*[09 Memo Final Performance Measures.pdf](#)* – Page 117  
*[09A Final Performance Measures.pdf](#)* – Page 119  
*[09B Summary of CAWG Comments on PerfMeas.pdf](#)* – Page 121  
*[09C Summary of TAWG Comments on PerfMeas.pdf](#)* – Page 127  
*[09D Responses CAWG TAWG PerfMeas Comments.pdf](#)* – Page 129
- 12:05 – 12:20 **10. Outreach Update** I  
*[10 Memo Outreach Update.pdf](#)* – Page 141
- 12:20 – 12:40 **11. Presentation of Polling Results** I  
*[11 Memo Polling Results.pdf](#)* – Page 147  
*[11A Final Polling Questions.pdf](#)* – Page 149
- 12:40 – 12:45 **12. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps** I  
*[12 Memo Regional SCS-RTP CWTP-TEP Process.pdf](#)* – Page 159  
*[12A Summary CW Regional Planning Activities.pdf](#)* – Page 163  
*[12B CWTP-TEP-SCS Development Impl Schedule.pdf](#)* – Page 165  
*[12C CWTP-TEP Committee Meetings Schedule.pdf](#)* – Page 169  
*[12D CAWG and TAWG February Minutes.pdf](#)* – Page 173  
*[12E Memo Response to Comments.pdf](#)* – Page 195
- 12:45 – 12:50 **13. Member Reports** I
- 12:50 – 12:55 **14. Staff Reports** I

12:55 – 1:00    **15. Other Business**    |

1:00 p.m.    **16. Adjournment/Next Meeting:**    |  
**April 28, 2011, 12 to 2 p.m. at Alameda CTC**

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

### Steering Committee Members:

**Mark Green, Chair**  
Mayor, City of Union City

**Greg Harper, Director**  
AC Transit

**Nate Miley, Supervisor**  
County of Alameda

**Kriss Worthington, Vice Chair**  
Councilmember, City of Berkeley

**Olden Henson, Councilmember**  
City of Hayward

**Larry Reid, Councilmember**  
City of Oakland

**Ruth Atkin, Councilmember**  
City of Emeryville

**Jennifer Hosterman, Mayor**  
City of Pleasanton

**Tim Sbranti, Mayor**  
Alternate, City of Dublin

**Tom Blalock, Director**  
BART

**Beverly Johnson, Councilmember**  
Alternate, City of Alameda

**Joyce Starosciak, Councilmember**  
Alternate, City of San Leandro

**Luis Freitas, Vice Mayor**  
Alternate, City of Newark

**Marshall Kamena, Mayor**  
City of Livermore

**Suzanne Chan, Vice Mayor**  
City of Fremont

**Scott Haggerty, Supervisor**  
County of Alameda

**Rebecca Kaplan, Councilmember-  
At-Large**  
City of Oakland

#### Staff Liaisons:

Tess Lengyel, Alameda CTC, 510-208-7428, [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)

Beth Walukas, Alameda CTC, 510-208-7405, [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)

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

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

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

*This page intentionally left blank.*



**Countywide Transportation Plan Update and Transportation Expenditure Plan  
Development Steering Committee Meeting Minutes  
Thursday, February 24, 2011, 12:00 p.m., 1333 Broadway, Suite 300, Oakland, CA**

---

Attendance Key (A = Absent, P = Present)

Members:

  P   Mayor Mark Green, Chair

  P   Director Greg Harper

  P   Councilmember Kriss Worthington,  
Vice-Chair

  P   Councilmember Olden Henson

  P   Councilmember Ruth Atkin

  P   Mayor Jennifer Hosterman

  P   Director Tom Blalock

  P   Mayor Marshall Kamena

  P   Vice Mayor Suzanne Chan

  P   Councilmember Rebecca Kaplan

  P   Supervisor Scott Haggerty

  P   Supervisor Nate Miley

  A   Councilmember Larry Reid

Staff:

  P   Art Dao, Alameda CTC Executive Director

  P   Angie Ayers, Acumen Building Enterprise,  
Inc.

  P   Tess Lengyel, Programs and Public  
Affairs Manager

  P   Geoffrey Gibbs, Legal Counsel

  P   Beth Walukas, Manager of Planning

  P   Gladys Parmelee, Clerk of the Commission

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

---

**1. Welcome and Call to Order**

Vice Chair Kriss Worthington called to order the Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee meeting at 12:10 p.m. Chair Mark Green arrived at 12:45 p.m. and took over the meeting.

**2. Public Comment**

There were no public comments.

**3. Approval of January 27, 2011 Minutes**

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

*Councilmember Olden Henson seconded the motion. The motion carried 10-0.*

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

Tess Lengyel gave an update on the CWTP-TEP activities since the last meeting. She mentioned that staff modified the outreach workshop schedule to include five meetings in the evenings based on the suggestions from the Steering Committee and modified the Outreach Toolkit training approach to include training of the technical and community advisory committees only. Tess mentioned that Alameda CTC developed a call for projects

process, and developed an approach for the agencies to provide comments on the Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS) as well as the Countywide Transportation Plan (CWTP). She noted other accomplishments: technical work on identifying transportation issues and best practices, which will come to the Steering Committee in March 2011, and development of draft poll questions for use in a telephone survey of Alameda County voters.

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

Beth Walukas gave an update on the Countywide and Regional Transportation Plan processes. Beth mentioned that during February, the Metropolitan Transportation Commission (MTC) released preliminary 25-year financial assumptions. She also reported that the Association of Bay Area Governments (ABAG) and MTC are focusing on developing an Initial Vision Scenario with a release date of March 11, 2011; during January and February, all but four city councils and boards of directors received presentations on the SCS from their staffs, and those four would receive presentations in the coming weeks; and that a list of the upcoming countywide and regional transportation plan meetings is on page 13 of the packet. She indicated that the call for projects and committed funding and project policy items would be covered later in the agenda.

#### **6. Discussion of Initial Vision Scenario**

Beth gave a presentation on how land use and transportation will be addressed in the Countywide Transportation Plan and how the regional land use and transportation process will be coordinated with our countywide process. Regarding land use, she said that in the past, ABAG adopted projections every two years, which the congestion management agencies were required to incorporate into their transportation models and use in the development of plans and programs. Now ABAG and MTC are required to develop an SCS that will replace the projections series and for the first time, the countywide process has a role in integrating transportation and land use. We are now defining what role the SCS and the Regional Housing Needs Assessment (RHNA) has in the Countywide Transportation Plan. She reviewed ABAG's schedule to work with the jurisdictions regarding developing the Initial Vision and Detailed Scenarios and defined the Initial Vision Scenario. Beth pointed out that both the regional and countywide processes will be concurrent and that the countywide process will inform the regional process with regard to land use and transportation investment.

Beth mentioned that the next steps are: 1) Jurisdictions will receive a presentation from ABAG on the Initial Vision Scenario assumptions once it is released; 2) Staff will present a discussion of land use, policy, and funding scenarios to the CWTP-TEP committees during March through May to identify ways to house Alameda County's share of the population growth based on the information presented in the Initial Vision Scenario and evaluate what transportation infrastructure/policies are needed to support land use; and 3) MTC will release its call for projects, which will take place from March 1 to April 29, 2011. She noted that the Call for Projects will be addressed later in the agenda, but that applications were due to the Alameda CTC by April 12.

*Questions/feedback from the members:*

- What is the constraint for the land use scenario? Staff explained that the Initial Vision Scenario is an unconstrained housing scenario and that the detailed scenarios will ask how and if jurisdictions can accommodate those housing needs.
- What is ABAG doing in terms of the RHNA numbers? Alameda CTC staff will follow-up on this question at a later date.
- Some Priority Development Areas are in redevelopment areas, will this process be truncated or will it take longer, since we really do not know what will happen with RDA's when the State Legislature acts on the budget? Staff stated that if the county is required to house our population and reduce greenhouse gas emissions per SB 375, the question is how will we spend our land use dollars. It is unknown what the impact will be on the development of sustainable housing without redevelopment dollars.

**7. Review of MTC's Draft Policy on Committed Funding and Projects, Call for Projects, and Prioritization Process**

Beth reviewed MTC's preliminary draft policy on committed funding and projects. The MTC proposal is on page 43 of the agenda packet. MTC will review the draft committed fund and project policy in March with the intent to finalize it in April. In Table 1 on page 46 of the agenda packet, MTC did an assessment of T2035 projects that were over \$50 million and capacity increasing and determined which would have committed and non-committed funding based on the thresholds proposed in the preliminary policy. Staff will be submitting comments to MTC regarding the definition of a committed project, specifically to recommend projects be committed when the environmental documentation is completed and not when it is under construction.

Steering Committee members stated their concerns regarding the number of Alameda CTC projects on MTC's non-committed funding project list and, in particular, the Dumbarton Rail project. Members then mentioned that the Peninsula counties want the funding identified for the Dumbarton Rail project to go to Caltrain. Staff assured the committee that when the issue surfaces officially, Alameda CTC will take it up with MTC. Supervisor Haggerty suggested Alameda CTC be more proactive and bring the situation to MTC's attention.

*The Steering Committee directed staff to address MTC regarding the use and transfer of identified funding for the Dumbarton Rail project to Caltrain. It was suggested that the funding be transferred to transit projects within Alameda County before they be reassigned to projects outside the County. They also directed staff to prepare a letter on the preliminary committed funds and project policy for the Chair's signature.*

Tess reviewed the Alameda CTC call for projects process with the committee. She detailed how Alameda CTC will meet the requirements of MTC's call for projects. The deadline to submit is April 29, 2011. Tess mentioned that MTC allocated a target budget of approximately \$11.76 billion to Alameda County for projects and programs. Staff emphasized that this will not be our financially constrained budget, but is intended as a target only. Tess explained the submittal will take place in two steps: 1) Alameda CTC will

submit a draft list of projects and programs to meet the April 29 deadline, which will be presented to the CWTP-TEP Steering Committee at its April 28 meeting for acceptance; and 2) Alameda CTC will present a final list of projects and programs in May 2011 to Alameda CTC committees (the advisory and commission related committees) with a public hearing at the May 26 Steering Committee meeting. The Steering Committee will be requested to recommend approval of the list to the Commission. The Commission approved list will be forwarded to MTC on May 27.

*Councilmember Kriss Worthington moved to approve staff's recommendation of the Alameda CTC call for projects process and timeline for implementation of the MTC-directed call for projects. Mayor Marshall Kamena seconded the motion. The motion passed unanimously (12-0).*

#### **8. Outreach Status Update and Approval of Polling Questions**

Tess Lengyel gave an update on the outreach status. She informed the committee that the Outreach Toolkit training is complete for agencies, community advisory committees, and staff. Workshops inviting elected officials and community members, and discussions of the Initial Vision Scenario (IVS) have been scheduled on the following dates at these locations:

- February 24 – Oakland City Hall (CWTP-TEP)
- February 28 – Fremont Public Library (CWTP-TEP)
- March 9 – Hayward City Hall (CWTP-TEP)
- March 11 – MTC releases the IVS
- March 16 – San Leandro Library (CWTP-TEP and IVS)
- March 18 – Hayward City Hall (IVS and SCS)
- March 19 – Supervisor Lockyer forum for southern Alameda County elected officials (IVS and SCS)
- March 24 – Alameda CTC Office (IVS and CWTP-TEP)
- March 24 – Dublin Public Library (IVS and CWTP-TEP)

To date, 111 people participated in the outreach toolkit activities, and Alameda CTC received 150 questionnaires, and 124 online questionnaires. Alameda CTC staff will send a letter from Mayor Mark Green inviting Alameda County elected officials, city and county managers to the IVS meetings.

Tess mentioned that the Alameda CTC has hired the consultant firm EMC Research to do polling. EMC Research developed the first draft polling questions, which are found on page 143 in the agenda packet. Three polls will be performed as follows:

- The first will serve as a baseline study conducted the week of March 7, 2011.
- The second will serve as a tracking and measure refinement study conducted in the fall of 2011.
- The third will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will determine if there is enough voter support to put the measure on the ballot.



Alex Evans from EMC Research reviewed the draft polling questions with the committee. He noted that this process is not much different than the poll used for the Vehicle Registration Fee. In response to concerns about the length of the poll, Alex mentioned that based upon all his experience in polling, once people agree to participate, they will complete the survey.

Committee members discussed the questions and stated concerns with the number of questions in the draft poll and with the length of the survey. The members mentioned that questions 9 through 56 require clarification in terms of being geographic specific. For example, State Route 84 is mentioned, and multiple State Route 84s exist. Clarification was also requested on the question regarding priority tradeoffs for types of transportation modes. Committee members requested additional questions to test restoration of transit services and to include a question regarding a free bus pass to students.

Patricia Piras stated she administered the Outreach Toolkit questionnaire to the Sierra Club on February 23, and all members selected "senior and disabled" in response to the question on transportation for seniors and people with disabilities versus bicycle and pedestrian. Pat agrees with the Steering Committee assessments on including in the survey a question about free bus pass for students. The Sierra Club is willing to work with the polling firm to achieve a successful survey and to achieve the passage of the sales tax measure on the 2012 ballot.

*Supervisor Scott Haggerty moved to approve the polling questions with the following changes: 1) Add a question about transit service restoration; 2) add a question regarding a free bus pass for students; 3) clarify questions 9 through 56, when geographically specific. Director Tom Blalock seconded the motion. The motion passed unanimously (12-0).*

## **9. Discussion of Performance Measures**

Ryan Green-Roesel with Cambridge gave a presentation on the CWTP performance measures that will be used to compare the performance of transportation packages similar to what MTC is doing for its performance assessment process. She reviewed the performance measures comparison between the RTP and the CWTP that was requested by the Committee at its February meeting. She mentioned that the information was presented to CAWG and TAWG at their February meetings, and their comments are attached. This topic will come back to the Steering Committee in March for approval.

The Steering Committee members and staff discussed how the MTC adopted performance targets do not include a measure for congestion relief. For example, carpool lanes will not compete very well under MTC's adopted targets. Beth indicated that congestion relief measures are included in the CWTP performance measures. Art Dao stated that MTC's performance targets have been adopted and that we need to look at the MTC's Transportation System Effectiveness goal and other performance targets systematically to ensure that congestion relief is addressed in the performance assessment. Currently, the Transportation System Effectiveness performance targets are:

- Decrease average per-trip travel time by 10% for non-auto modes
- Decrease automobile vehicle miles traveled per capita by 10%

- Maintain the transportation system in a state of good repair:
  - Increase local road pavement condition index (PCI) to 75 or better
  - Decrease distressed lane-miles of state highways to less than 10% of total lane-miles
  - Reduce average transit asset age to 50% of useful life

*Supervisor Haggerty suggested that Alameda CTC submit comments to MTC under the Chair's signature requesting that the Transportation System Effectiveness goal and other performance targets be clarified to identify how congestion relief will be addressed in MTC's performance assessment.*

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

Tess informed the committee that the handout showing the upcoming meetings schedule includes corrections on dates for April and November 2011.

#### **11. Member Reports**

There were no member reports.

#### **12. Staff Reports**

There were no staff reports.

#### **13. Other Business**

There was no other business.

**14. Adjournment/Next Meeting**

The meeting adjourned at 2:15 p.m. The next meeting is on March 24, 2011 at 11 a.m.

*This page intentionally left blank.*



**ALAMEDA CTC CWTP-TEP Meeting  
February 24, 2011  
1333 Broadway, Suite 300, Oakland, CA 94612**

JURISDICTION/AGENCY	MEMBERS	SIGNATURE
City of Union City	Mark Green, Chair	<i>[Signature]</i>
City of Berkeley	Kriss Worthington	<i>[Signature]</i>
City of Emeryville	Ruth Atkin	<i>[Signature]</i>
BART	Thomas Blalock	<i>[Signature]</i>
AC Transit	Greg Harper	<i>[Signature]</i>
Alameda County	Scott Haggerty	<i>[Signature]</i>
	Nate Miley	<i>[Signature]</i>
City of Hayward	Olden Henson	<i>[Signature]</i>
City of Pleasanton	Jennifer Hosterman	<i>[Signature]</i>
City of Livermore	Marshall Kamena	<i>[Signature]</i>
City of Oakland	Larry Reid	<i>[Signature]</i>
	Rebecca Kaplan	<i>[Signature]</i>
City of Fremont	Suzanne Chan	<i>[Signature]</i>
JURISDICTION/AGENCY	ALTERNATES	SIGNATURE
City of Alameda	Beverly Johnson	
City of Dublin	Tim Sbranti	
City of Newark	Luis Freitas	
City of Albany	Farid Javandel	
City of San Leandro	Joyce Starosciak	
Legal Counsel	Geoffrey Gibbs - GLG	
	Zack Wasserman - WRBD	
Alameda CTC Staff		
Executive Director	Arthur L. Dao	<i>[Signature]</i>
Programs & Public Affairs Manager	Tess Lengyel	<i>[Signature]</i>
Manger of Planning	Beth Walukas	
Clerk of the Commission	Gladys V. Parmelee	<i>[Signature]</i>
Program Management Team Staff	Angie Ayers	

STAFF	Initials	STAFF	Initials
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	
Matt Todd - Manager of Programming		Anees Azad – Manager of Finance & Admin.	
Ray Akkawi – Manager of Project Delivery		Lei Lam – Senior Accountant	
Cyrus Minoofar - Manager of ITS		Linda Adams – Executive Assistant	
Yvonne Chan – Accounting Manager		Bijan Yarjani – Senior Transportation Engineer	
Christina Muller –Administrative Manager		Jacki Taylor – Programming Liaison	
Saravana Suthanithira, Senior Transportation. Planner		Laurel Poeton – Engineering Assistant	CP
Diane Stark, Senior Transportation Planner		Victoria Winn – Administrative Assistant III	
Steve Haas – Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	
John Hemiup – Senior Transportation Engineer		Libby Hendrickson - Administrative Assistant II	
Vivek Bhat - Senior Transportation Engineer		Myrna Portillo - Administrative Assistant I	
Liz Brazil – Contracts Administrator		Frank R. Furger – Executive Director, I-680 JPA	
		James O'Brian	

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Patriska Pias	Sierra Club/CAWG	510-278-1631	patpias@sonic.net
2. George Fink	San Joaquin Regional Rail Comm.	209-944-6235	george@ccrrail.com
3. Carolyn Verheijen	MIG	510-845-7549	carolynv@mig.com.com
4. Donna Lee	BART	510-464-6282	dlee@bart.gov
5. Karen Engel	East Bay EDA	510-272-3874	karen@eastbayeda.org
6. Alex Evans	EMC	510-550-8920	Alex@EMCresearch.com
7. Sara LaBatt	EMC	510-844-0680x302	sara@emcresearch.com
8. BARRY FERRIER	ALAMEDA CTC - CAC	510 489-4769	BFERRIER2@CS.COM
9. Emily Duncan	Union City Council	510-471-9454	emilyd@sbeglobal.net
10. Bob Vinson	Livermore	925 960 4516	
11. GEORGE MAZUR	CS	510-873-8700	GMAZUR@CAWSTS.COM
12. John Gilbert	Greenbelt Alliance	925-699-6012	johngilbert85@gmail.com
13. Ryan Green Roedel	CS	510 873 8700	rgreenroedel@cs.org
14. Steve Decker	CS	510 873 8700	sdecker@cs.org
15. Matt Vander Sluis	Greenbelt Alliance	925-932-7776	mvandersluis@greenbelt.org
16. Al Chan	Oakland Council		achan@oaklandnet.com

- 17. \_\_\_\_\_
- 18. Betty Melhalla d PAPCO 510 325 0707
- 19. Sharon Ann Powers PAPCO 510 979-9666
- 20. Louis L Frestas 510-578-400X150
- 21. \_\_\_\_\_
- 22. \_\_\_\_\_
- 23. \_\_\_\_\_
- 24. \_\_\_\_\_
- 25. \_\_\_\_\_
- 26. \_\_\_\_\_
- 27. \_\_\_\_\_
- 28. \_\_\_\_\_
- 29. \_\_\_\_\_
- 30. \_\_\_\_\_
- 31. \_\_\_\_\_
- 32. \_\_\_\_\_
- 33. \_\_\_\_\_
- 34. \_\_\_\_\_
- 35. \_\_\_\_\_
- 36. \_\_\_\_\_
- 37. \_\_\_\_\_
- 38. \_\_\_\_\_
- 39. \_\_\_\_\_
- 40. \_\_\_\_\_
- 41. \_\_\_\_\_
- 42. \_\_\_\_\_
- 43. \_\_\_\_\_
- 44. \_\_\_\_\_
- 45. \_\_\_\_\_

*This page intentionally left blank.*





## MEMORANDUM

**DATE:** March 24, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT: Request for Replacement of CAWG Members**

### Recommendation

The Steering Committee is requested to accept current Community Advisory Working Group (CAWG) member Carli Paine's resignation from CAWG and approve Joel Ramos as her replacement representing Transform.

### Discussion

On February 22, 2011, current CAWG member Carli Paine submitted her resignation (Attachment 04A) from the CAWG to pursue other endeavors. Staff wishes to acknowledge her contribution to the CAWG and thank her for her thoughtful contributions to the CWTP-TEP efforts.

Ms. Paine's resignation results in a vacancy for the CAWG seat represented by Transform. Mr. Joel Ramos, also with Transform, has submitted an application requesting that the Steering Committee consider his appointment to replace Ms. Paine. Staff has reviewed the application and finds it meets the requirements for CAWG membership as defined by the Steering Committee in Spring 2010. As a result, it is recommended that Steering Committee appoint Joel Ramos to the CAWG representing Transform.

### Attachments

Attachment 04A: CAWG Member Carli Paine Resignation Letter and  
Joel Ramos Application

*This page intentionally left blank.*



February 22, 2011

Dear Tess and Beth and Members of the ACTC Board,

I am writing to resign from the ACTC Community Advisory Working Group and to encourage you to appoint Joel Ramos of TransForm to take my place. I am leaving my position at TransForm as of February 25, 2011, and so will not be representing the organization in the Countywide Transportation Plan update/Measure B reauthorization process.

I am confident that Joel Ramos will be an asset to the CAWG. He is not only very smart and skilled at working with diverse interests and stakeholders, he is also wonderful to work with.

Thank you for the opportunity to participate. I wish you the best of luck with the Countywide Plan update and your consideration of transportation sales tax priorities.

Sincerely,

A handwritten signature in blue ink that reads "Carli Paine".

Carli Paine

*This page intentionally left blank.*



**Application for  
Countywide Transportation Plan and Expenditure Plan Development  
Community Advisory Working Group**

The Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA) invite Alameda County residents, businesses and interested parties to serve on a Community Advisory Working Group (CAWG). The Working Group will provide input and make recommendations on the development of the Countywide Transportation Plan, a 25-year transportation planning document, and the development of an Expenditure Plan which will serve as a funding element of part of the Countywide Transportation plan and will go to voters for approval. An established elected Steering Committee will make the selection of members on this CAWG. Membership is for an approximate two-year term. The CAWG will meet regularly beginning in fall 2010 and will be a maximum of 27 people.

Please complete this application and return it to ACTIA c/o Steering Committee, 1333 Broadway, Suite 300, Oakland, CA 94612, or fax (510) 893-6489 by June 30, 2010.

<b>Name:</b> Ramos	T.	Joel
Last	Middle Initial	First
<b>Address:</b> 436 14 <sup>th</sup> St.		Suite 600
Street		Apt./Suite
Oakland	CA	94612
City	State	Zip Code
<b>Telephone:</b> 510-740-3150 ext. 318		415-760-8637
Daytime	Evening	Cell
<b>Email:</b> <u>joel@TransFormCA.org</u>		

**Ethnic Background (optional):**

<input type="checkbox"/> African American/Black	<input checked="" type="checkbox"/> Hispanic/Latino
<input type="checkbox"/> Asian or Pacific Islander	<input type="checkbox"/> Native American/American Indian/Alaskan Native
<input type="checkbox"/> Caucasian	<input type="checkbox"/> Other (please state): _____

**County of Residence:** San Francisco \_\_\_\_\_

**Name and address of business if not an Alameda County resident:** Listed above \_\_\_\_\_

**Mode of Travel: What is your primary mode of transportation? (automobile, transit, bicycle, walking, paratransit, carpool)**

**For work? Transit and bicycle**\_\_\_\_\_

**For other activities? Walking, transit and bicycle**\_\_\_\_\_

**The following 27 positions are available for the Community Advisory Working Group. Please check the box, circle your area of expertise, and fill in the blank(s) for your area of interest.**

Representatives from ACTIA's current community advisory committees (4 representatives)

- Bicycle and Pedestrian Advisory Committee (BPAC)
- Citizen's Advisory Committee (CAC)
- Citizen's Watchdog Committee (CWC)
- Paratransit Advisory and Planning Committee (PAPCO)

Representatives from the following organizations that are part of the CWC (6 representatives)

- Alameda County Labor Council
- Alameda County Taxpayer's Association
- East Bay Bicycle Coalition
- East Bay Economic Development Alliance
- League of Women Voters
- Sierra Club

Civil Rights/Environmental/Social Justice and Faith-based Advocacy (6 representatives)

- Civil Rights: – List name and address of organization:

\_\_\_\_\_

Environmental/Social Justice – List name and address of organization:

TransForm, 436 14<sup>th</sup> St. #600, Oakland CA 94612

- Faith-based Organizations – List name and address of organization:

\_\_\_\_\_

Business (3 representatives): Chambers of Commerce/business representatives that provide a broad interest perspective – List name and address of organization:

\_\_\_\_\_

- Health representatives who provide a broad interest perspective (3 representatives) –  
List name and address of organization:

---

(CAWG positions continued)

- Education representatives who provide a broad interest perspective (3 representatives)  
List name and address of organization:

---

- Seniors or people with disabilities familiar with transportation issues (2 representatives/1 each)
  - o Senior
  - o Person with disabilities

**Membership Categories – Please check the box and describe your expertise and qualifications in the categories for which you believe you are knowledgeable. If you need more space, please provide additional information on an attached sheet.**

**xCommunity Advisory Committees** – Describe your experience serving on these transportation-related committees and why it makes you a good candidate for the CAWG. Examples include BPAC, CAC, CWC, and PAPCO, among others.

Having worked on improving the efficiency of transit, and the overall safety, efficiency, and livability of streets for the past 5 years in Oakland and in San Francisco, I bring a level of expertise from the perspective of an informed user of Alameda County’s transportation system. I am also very well versed in the International Avenue/Telegraph Avenue BRT project that is programmed to receive funding under the current Measure B. As a community planner, I have also had the opportunity to work with many different community processes throughout Alameda County and so bring a sensibility about process as well as a ability to work with various interests and stakeholders. I have also participated in a number of local land use planning processes around transit stations (including the Lake Merritt Station Area Plan, and the San Leandro Station Area Plan), and can offer experience with the interactions between local land use and transportation policies and planning.

---

---

- Organizations on the ACTIA Citizen’s Watchdog Committee (CWC)** – Describe your experience serving on Alameda County organizations on the ACTIA CWC, including the Alameda County Labor Council, League of Women Voters, Taxpayer’s Association, East Bay Bicycle Coalition, East Bay Economic Development Alliance, Sierra Club and why it makes you a good candidate for the CAWG .

---

---

---

---

**xCivil Rights/Environmental/Social Justice/Faith-based Advocacy** – Describe your experience serving on these types of organizations and why it makes you a good candidate for the CAWG. Describe your



qualifications as an advocate or volunteer for civil rights, the environment, social justice, or faith-based organizations.

**As an employee for TransForm (a social and justice and environmental policy and advocacy organization) I am very aware of the struggles, limitations and opportunities that come with Alameda County's transportation network. I have worked a various levels in land use and transportation planning decision making processes in Berkeley, Oakland and San Leandro, and am keenly aware of the needs of those who stand to gain from better implementation of Civil Rights, Environmental , Social and Faith-Based Advocacy. My work has often involved bringing together social justice and equity organizations with environmentalists, bike and pedestrian advocates, and others to find common ground and work together.**

---

---

---

**xBusiness** – Describe your experience in business in Alameda County and how it makes you a good candidate for the CAWG.

**Having worked with merchants in land use and transportation planning, I am very aware of the diverse transportation needs of different businesses. I am familiar with challenges and opportunities that come with changes to existing road and parking facilities, transit, and bicycle and pedestrian infrastructure. I am also aware of solutions that have been put into place in other parts of the region and country that meet the needs of businesses and those that need improvements to their local transportation system. I led a merchant survey effort on International Blvd., which has been critical to their support of with the proposed BRT project.**

---

---

---

**xHealth** – Describe your experience in health care organizations, or as a health advocate, including experience working in or volunteering for health organizations and how it makes you a good candidate for the CAWG.

**I bring over 4 years of directly working with public health professionals and health advocates in ensuring that transportation and land-use decision making processes result in an improvement in overall health conditions. We have evaluated effects of freeway noise and pollution, the improvements to health that come from greater access to jobs and educational opportunities, the importance of mobility, and the overall physical safety of users of the County's transportation facilities. I have also served on the steering committee for the HOPE collaborative-- an initiative seeking to improve access to food , fitness , and active transportation. And, I am currently seated as a member of the East Oakland Building Healthy Communities Steering Committee, which is seeking out ways to improve safety and access to opportunities that enable healthier lives (access to medical care, educational, fitness, and mental health facilites as well as access to goods and services required for optimal health)**

---

---

---

---

**Education** – Describe your experience in education, including experience working in or volunteering for education organizations in Alameda County and how it makes you a good candidate for the CAWG.

---

---

---

---

**xSeniors/People with Disabilities** – Describe your qualifications to represent the interests of seniors or people with disabilities in regard to transportation needs and why it makes you a good candidate for the CAWG.

**In advocating for better transportation in the Bay Area, I have gone to great lengths to be sure that communities with disabilities have been reached out to in all of the decision making processes I have been engaged in. I have personally reached out to partners like United Seniors of Alameda County and the Center for Independent Living to be sure that thier concerns were heard and their needs were being met in all decision making processes.**

---

---

---

**Additional Information:**

- 1. Statement of qualifications:** Why do you want to serve as an advisor to ACTIA/CMA? What would you contribute to the Community Advisory Working Group, and why are you qualified for this position? Describe any special knowledge of the transportation sales tax or transportation plan development you may have, as well as how you can bring a broad, countywide perspective.

**Aside from relying on transit my entire life, I have been deeply involved in ensuring community engagement in the Measure B-funded Bus Rapid Transit project, the Center East Oakland Community Based Transportation Plan, and various funding decision making processes at the regional level. I am also a regular bicycle commuter, and have followed bicycle and other Active Transportation planning processes in San Francisco and in Alameda County. All of these experiences allow for me to bring an informed perspective on transit and**

transportation planning processes. Finally, I have lived and / or worked in Oakland and Fremont for over 8 years, and am very familiar with key county transportation needs.

---

---

---

---

---

---

---

---

2. **Relevant experience:** What is your previous experience on a public agency commission or committee? Which associations or organizations, including professional, community, and volunteer, are you currently active in or have been active in? (Please note if you are currently a member of any committees and any leadership positions you have held.)

I have been a member of the San Francisco Municipal Transportation Agency's Geary BRT Citizen Advisory Committee for 2 years. I have also served on the Steering Committee for the HOPE Collaborative (an initiative seeking to improve access to food , fitness , and active transportation), and I am currently seated as a member of the East Oakland Building Healthy Communities Steering Committee, which is seeking out ways to improve safety and access to opportunities that enable healthier lives (access to medical care, educational, fitness, and mental health facilities as well as access to goods and services required for optimal health).

---

---

---

---

(Attach another sheet if necessary.)

3. **Work experience:** (Please list your current employer and describe your employment.)

Community Planner, TransForm: Facilitate community input in land use and transportation planning processes that result in healthier, more walkable communities. Provide analysis of plans and policies being proposed and ensure community stakeholders are adequately informed to effectively win transportation and land-use improvements that result in safer, healthier lives and stable, flourishing communities.

---

---

4. **References:** (Please list two persons who have known you for two years or more.)

Carli Paine (former CAWG member) TransForm 617-803-1586 / carlipaine@gmail.com 4 years

Ann Cheng Mayor of El Cerrito 510-367-0755 / chengcerrito@gmail.com 4 years

Name Organization Telephone/email Years Known

5. Availability: Are you available to meet in Oakland on a monthly or quarterly basis in the afternoon? If so, which days are best for you? Do you have any time constraints or challenges with serving a two-year term?

Readily available to accommodate any schedule over the next two years

Certification: I certify that the information on this application is true and complete to the best of my knowledge.

Signature [Handwritten Signature]

Date 2/22/2011

Return this application to: ACTIA c/o Steering Committee, 1333 Broadway, Suite 300, Oakland, CA 94612, or fax (510) 893-6489 no later than June 30, 2010.

Questions?

Contact Tess Lengyel, ACTIA Manager of Programs and Public Affairs, (510) 267-6111 or tlengyel@actia2022.com

or

Beth Walukas, ACCMA Manager of Planning (510) 350-2326 or bwalukas@accma.ca.gov

RESP	Chap. Pg.	Other Identifier	Commenter	Comment	Response
Cat	1-1	Introduction	TAWG	It seems strange that MTC is formulating the goals for the Bay Area. Somehow it should be written as reflecting the local jurisdictions goals for the area.	Addressed on p. 1-2 by inclusion of Alameda CWTP Vision and Goals.
Cat	1-2	1st Paragraph	TAWG	"highly competitive bidding environment which has brought costs down" This is a recent phenomena and could change.	True. Addressed on p. 1-2.
Cat	1-6	2nd Paragraph	TAWG	"Provide" spelled wrong in the last sentence of the second paragraph.	Addressed on p. 1-7.
Cat	1-6	7th Bullet	TAWG	7th bullet on page 1-6. "Berkeley and Fruitvale" - Mixed descriptions are used here.	We have verified that both Berkeley and Fruitvale have bicycle stations. No change necessary.
Cat	1-14	1st Paragraph	TAWG	1st paragraph "Legislative and countywide..." This is a pretty good way to describe the goals considering that they have not come directly from the Cities.	No action necessary.
Cat	1-14	3rd paragraph	TAWG	3rd paragraph: "MTC Resolution 3434 links the expenditure..." This is an important item and deserves highlighting as to its implications.	Full discussion of these policies is in Chapter 3. This reference is noted on p. 1-15.
CS	1-14	2nd column, 2nd paragraph	TAWG	2nd column. 2nd paragraph: "I-580 eastbound in the morning and westbound in the evening." Is this correct? Maybe we need to describe the location of where this occurs on I-580	We have corrected the reference on p. 1-15.
Cat	1-14	2nd column, 4th paragraph	TAWG	"Through reducing VMT" I'm not sure you can draw this conclusion that reducing congestion requires reducing VMT. I would think reducing VMT only relates to a reduction in greenhouse gas.	Addressed on p. 1-15.
Cat	1-21	2nd paragraph	TAWG	"very costly" is the text, commenter suggests: "... typically very costly." As an alternative way of communicating without trying to be definitive without any data.	Addressed on p. 1-15.
Cat	1-21	2nd column, 2nd paragraph	TAWG	"The ABAG projects show a trend towards..." Maybe projections is the wrong word as it assumes that existing data is used to extrapolate an answer. I would suggest "prediction" or some other word that provides more lead way as to what will happen in the future.	Projection is the technical process that ABAG undertakes.
Cat	1-22	2nd column, last paragraph	TAWG	"A full list of all projects..." Do we want to include any major projects that have not broken ground as of yet?	All projects from the past CWTP, regardless of stage of completion, are included in Appendix A.
Cat	1-2	General	CAWG	There seem to be a fair number of typos, missing words, etc. which deserve a careful edit.	Best effort was made to catch additional typos.
Cat	1-6		CAWG	Isn't Oakland Airport part of the Port of Oakland, not a separate entity?	Addressed on p. 1-7.

Cat	1	1-8		CAWG	"Hayward also has a Capitol Corridor stop and relatively good AC Transit coverage." Does not San Leandro have similar bus service? Also "the future of these (BART) stations looks very different" -- from what?	Addressed on p. 1-9.
Cat	1	1-10		CAWG	South County is the most racially diverse of the four planning areas. -- So what are we going to do about that?	Chapter 6 is expanded to include a section on Communities of Concern, which address transportation needs of ethnically diverse and low income populations.
Cat	1	1-21		CAWG	Seniors and people with disabilities are a sector of the population SOME OF WHOM have unique mobility needs. Do not over-exaggerate the facts. And not all seniors are "senior citizens."	Addressed on p. 1-22.
Cat	1	1-2	Introduction	TAWG	Introduction and p. 1-2 needs a discussion of what the CWTP is; when it was last updated; relationship to RTP and TEP, etc. There's very little discussion of the TEP overall.	Addressed on p. 1-2.
Cat	1	1-3		TAWG	"Alameda is often defined into four planning areas" Too general a statement. Should say more, "Historically, ACTC's planning efforts have been organized into 4 planning areas..."	Addressed on p. 1-4.
Cat	1	1-8		TAWG	Convoluted language; say it more clearly. "Unfortunately, collisions here are somewhat less proportionate..."	Addressed on p. 1-9.
Cat	1	1-19		TAWG	Define "self-help counties."	Addressed on p. 1-19.
Cat	1	1-21		TAWG	"About 1.5 million new automobile trips; 210,000 transit trips..." This is the key "needs" statement of the whole document. It shouldn't take 21+ pages to get to this concept.	Addressed on p. 1-2.
Cat	1	1-21		TAWG	define "ABAG projections"	Addressed on p. 1-22.
Cat	1	1-22		TAWG	This is an awkward placement of the Status of Projects. It seems like this should be a sidebar to a short section placed earlier on which defines what the CWTP is.	We have included a reference to this summary and the Appendix on p. 1-2, but have not moved the location of this section.
Cat	1	1-22		TAWG	Please add the opening of the Downtown Berkeley BART Bikestation to the list of Bicycle improvements.	Addressed on p. 1-23.
EL	1	1-6		TAWG	1-6 "...highest number of pedestrian collisions, has among the fewest collisions per 1,000 biking trips..." Is this accidentally conflating ped and bike data?	This is a typo, addressed on p. 1-7.
Cat	1	1-12		TAWG	1-12 – drivers less aware and <b>cautions</b> - cautious	Addressed on p. 1-13.

Cat	1	1-12			Steering Committee	a. Supervisor Haggerty objected to the reference on page 1-12 (and likely elsewhere) that East County is "geographically separated" from the rest of the county...because he perceived that as suggesting East County is somehow unimportant. Need to update the language to clarify that the presence of the East Bay hills create an additional challenge connecting East County to other parts of the County by limiting the number of routes that can make the connection. We also need to acknowledge the 580 corridor as a critical goods movement corridor.	Addressed on p. 1-13.
Cat	1	1-5		TAWG		P. 15 In addition to this map of the Planning Areas, please include a map showing the Planning Areas sized by population. This map implicitly gives greatest importance to East County, even though it has the smallest population.	We have added a statement that this map does not reflect population but merely geographical extent. We have also noted that population is shown in Chapter 2. Addressed on p. 1-4.
Cat	1	1-6		TAWG		P. 16 Area descriptions, starting here--it would be helpful to state when the initial/main period of development was for each area--North County in the late 19th/early 20th Century, Central County after World War 2 etc.	Addressed on pgs. 1-7, 1-9, and 1-11.
SB	1	1-7		TAWG		P. 17 and similar maps should include AC Transit's designated trunk lines, as well as the Rapids, to give a fuller picture of the transit system. There are only a few so it won't cause undue clutter.	Addressed on page 1-18 and 5-3.
Cat	1	1-2	2nd Paragraph	TAWG		"It is clear that an enhanced emphasis...autos will be important in both Plans." This statement may be too leading and may need to take a softer approach.	Addressed on p. 1-2.
Cat	1	1-16	2nd paragraph	TAWG		2nd paragraph "that is caused by people "cruising" in their search for on-street parking." -This is just one of the reasons for congestion.	Addressed on p. 1-17.
Cat	1	1-22	1st Paragraph	TAWG		"Of those that have not broken ground, not all funding has necessarily been identified to bring projects to completion." Is this true for all of the projects that have not broken ground or is it just one of many reasons for the project not to have broken ground?	This is only one of many reasons why a project has not broken ground.
RW	1 + 6	1-18		CAWG		Under ADA, fixed-route transit providers are required to provide demand-responsive, door-to-door service. . . NO!!! There is NO requirement for door-to-door; it is, at most "origin to destination." This non-binding "guidance" from a portion of DOT is currently under major regulatory review for clarification, and is not supported by court decisions. Further, the statement that "all public fixed-route operators . . . provide these services" is, as noted above, simply inaccurate.	We have replaced language with "origin to destination." on p. 1-19.
RW	1 + 6	1-19		CAWG		ADA paratransit is not limited to people with "mobility impairments. (same for page 6-1)." Overall, these are terrible descriptions. The consultants should know better.	Addressed on p. 1-20.

Cat	1	1-3		TAWG	Note that some households own a car, but have less than one car per adult, meaning that a car isn't available for all trips.	Addressed on p. 1-4. Yes. Because the Introduction serves as an Executive Summary to the document, it includes maps and graphs that may also be included in other Chapters.
Cat	1, 2	1-22 & 2-10		TAWG	p. iii – Figures 1-10 and Figure 2-10 are the same. Intentional?	We acknowledge the color choices are problematic, but maps could not be feasibly adjusted for the Briefing Book. Future documents will ensure that maps are readable in color and B/W.
CS	2	2-16	Figure 2-18	TAWG	Figure 2-18: The 20-25% and >25% colors are virtually indistinguishable even in color, and will be completely useless if viewed in black and white.	Inserted a sentence regarding share of people working at home using data from the U.S. American Community Survey on p. 2-15.
CS	2		General	Verbal CAWG Comments	Two observations were made regarding trips not referenced in the presentation: (1) Are we tracking the number of people working at home? People working at home create more local trips. (2) What time of day do the trips occur?	
SB	1	1-10		TAWG	P.21 South County Transportation Network--Show the Dumbarton Express bus and VTA's 181 bus from Fremont to San Jose because they are important inter-county connections. In general the text is very focused on travel within Alameda County, with little discussion of the many inter-county trips made by Alameda County residents and people coming into the county	The text has been updated to include the Dumbarton Express and VTA's 181 bus on page 1-10
SB	1	1-16		TAWG	P. 28 Please note that only 10-12% of AC Transit's ridership is in Contra Costa, the bulk is in Alameda County.	Noted in AC Transit description in Ch. 5 instead (see Pg. 5-8)
Cat	2	2-9		TAWG	P. 41--Population Growth and Density--It would be helpful to note, perhaps separately, the absolute population growth projected for each city	This is already shown in the map - indicated by green circles, the left side of the legend.
Cat	2	2-12 & 2-13		TAWG	P. 44/45--The different patterns of commuting--mode splits--to the different employment centers should be noted.	We are not presenting this level of detail in the Briefing Book. More information about travel demand patterns will be available with the modeling task.



CD&A	3	3-2		TAWG	<p>P.54--It would be helpful to note the current percentage of county population in PDAs. The travel habits of current residents as well as new residents will need to change.</p> <p>Address the social equity challenges of transit-oriented development: Two major studies have been released in the past year and a half documenting and quantifying the link between robust transit and gentrification and displacement of low-income residents. Northeastern University's Stephanie Pollack published a report evaluating transit-rich neighborhoods across the country called Maintaining Diversity in America's Transit Rich Neighborhoods and UC Berkeley's Karen Chapple published Mapping Susceptibility to Gentrification: The Early Warning Toolkit which looks at neighborhood change within the Bay Area between 1990 and 2000 and what factors contributed to gentrification.</p>	<p>This data is not currently available, we should be able to estimate it as part of the land use scenario development as a part of this study.</p> <p>Text has been added to acknowledging policies, performance criteria, and a monitoring regimen that are being implemented to protect existing affordable housing from potential gentrification effects from infill development.</p> <p>Information regarding MTC's Better Access, Better Services Report is also provided. See page 3-4.</p>
CD&A	3		General	CAWG	<p>While you begin to address the importance of housing affordability in Chapter 3, given the enormity of this challenge, it must be dealt with more head-on. As a start, would be acknowledging that the map of the PDAs in Alameda is nearly identical to the map of the county's low-income neighborhoods with lowest car-ownership. To both achieve our Climate change and mobility goals while at the same time promoting social and racial equity, it will be critical that we support proactive steps to protect low-income residents from being displaced by the rising property values that come with improved transit and amenities associated with transit-oriented development.</p>	
Cat	3		General	CAWG		<p>See response directly above. See page 3-4.</p>
CD&A	3	3-4		TAWG	<p>3-4 Consider inserting Figure on GHG from Transportation trends (See JPC slide 19: <a href="http://www.abag.ca.gov/jointpolicy/Bay%20Area%20Regional%20Climate%20Protection%20Program_files/frame.htm">http://www.abag.ca.gov/jointpolicy/Bay%20Area%20Regional%20Climate%20Protection%20Program_files/frame.htm</a>)</p>	<p>A side bar (page 3-5) including references to existing GHG emission studies has been added that addresses this concern.</p>
CD&A	3	3-15		TAWG	<p>3-15 – 8<sup>th</sup> and Pearl is an unremarkable example. Surely there are many equally good examples of mixed-use from the Bay Area, rather than Colorado.</p>	<p>The idea was to show a smaller-scale infill project, there are few good examples in the Bay Area.</p>

CD&A 3	3-17			<p>TAWG</p> <p>3-17 – This is not a particularly illuminating or illustrative ‘best practice’. They’re in the midst of a sticky process, and so is Berkeley. Also the strange finding of the SCAG software potentially undercuts much of this document – does land use make a difference or doesn’t it?</p>	<p>We have removed this case study. The write up is not clear about the critique of the GHG model and the potential parallels to the situation in Alameda County. Additional information on this issue is not available from SCAG or Gateway Cities at this time. We will monitor this, and as appropriate bring it back into discussions of performance criteria and the definition of the land use and transportation scenarios for the CWTP.</p>
CD&A 3	3-11			<p>TAWG</p> <p>3-11 – references to MTC Change in Motion Plan and Transportation 2035 Plan (also on 3-2). They’re the same thing, right?</p>	<p>We will change the way the report is referenced. All footnotes will remain as they are. First reference in text on page 3-1 will say “Change in Motion; Transportation 2035 Plan for the San Francisco Bay Area” and afterwards in text it will be called “Change in Motion”</p>
CD&A 3	3-13			<p>TAWG</p> <p>3-13 – first reference to LID, but acronym is not explained until 3-16.</p>	<p>Description of the term has been moved to the first reference. Page 3-14.</p>

Cat 3,5	General	CAWG	<p>5. What will it take to meet the climate change challenge? In order to get a better understanding of how our transportation and land-use contribute to Greenhouse Gas emissions, Chapter 3 can be enhanced to include data on: what percentage of GHG emissions come from various parts of our transportation sector, how much we'll need to reduce those emissions to meet both statutory as well as scientifically based reduction targets as well as what sorts of changes need to be made to our transportation and land-use to get us to those targets. You begin to tackle this in Chapter 3, but it could be more explicit. To this end, it seems that we should be focused on maximizing transit use, bicycle use, walking and other non-automotive and non-carbon fuel based modes. You do a good job addressing part of this equation- which is the coordination between land-use and transportation, the need for a better jobs/housing balance and the importance of housing affordability. However, the other part of the equation is the availability of sufficient transit (as not all trips can be made by walking or biking). What is the capacity of our existing transit system to carry more riders if it is given sufficient support? As you discuss To be able to do this, we need to know not just population growth numbers or transit expansion costs but also the costs to maximize transit use in the existing footprint (like increased car capacity on BART, increased bus frequency and reliability within AC Transit, Union City and WHEELS). Chapter 5 does a good job exploring the financial challenges facing transit operators but it doesn't discuss the potential of these systems, if given the</p> <p>While there is a lot of discussion about ITS and emerging technology, there is nothing about safety improvements except for the low-cost improvements in Detroit and MD. Do we have higher cost improvements identified as a need? Our interchanges need upgrades and safety improvements, not just ITS installations. I did not see an element of collision removal but I am sure it is in there somewhere for our Freeway Service Patrol.</p>	<p>We summarized some of the scientific references that are out there which generally attribute GHG to different causes (they are mostly very interrelated). Also made it clear that how we get to the overall target is what all the on-going planning is about. We will also address this in the Transportation Issues Papers and this will be the subject of considerable additional analysis as the project progresses, through Spring 2011.</p>
CS 4	General	T+E66AWG		<p>Safety is discussed in existing conditions under roadways (pg. 4-7 and 4-8), and the need for intersection improvements to improve safety is mentioned in the introduction to the TSM section (pg. 4-10). Finally, the summary of needs on pg. 4-19 includes a paragraph (3rd) regarding the importance of investing in road safety to reduce future collisions.</p>
CS 4	Figure 4-2	TAWG	<p>Figure 4-2 = no key. Does line width represent hours of delay?</p>	<p>No – thicker lines occur where a segment is highlighted in both directions. In these cases a number appears on either side of the thick line indicating two segments are being highlighted.</p>
CS 4		TAWG	<p>4-7 – LS&amp;R pavement condition needs a longer discussion, or at least a table showing pavement conditions and shortfall in each jurisdiction.</p>	<p>Inserted more detail on how PCI varies by jurisdiction (pg. 4-7).</p>

CS	4	4-19					4-16 – 4-20 – Cut or move. Too much space on general gee-whiz TSM/ITS. Not clear how these best practices are immediately relevant to Alameda CWTP.	These examples are intended to help generate ideas for the CWTP and to illustrate innovative projects and programs being pursued by other agencies. We will keep this section but remove a few of the less relevant examples on p. 4-17.
SB	5	5-3			TAWG		5-3 – last sentence is misleading. Avg. weekday exists are not low compared with the rest of the BART system. They are only low compared to SF.	Addressed on Pg. 5-3
SB	5	5-10		2nd Line	TAWG		2nd line, Paratransit is spelled incorrectly	Addressed on Pg. 5-10
SB	5	5-10		1st paragraph	TAWG		"First paragraph seems to imply that Pleasanton Paratransit Service (PPS) provides daytime paratransit service to all three cities in East County. All daytime paratransit service in Dublin and Livermore as well as all intercity paratransit service in Pleasanton is provided by LAVTA.	Addressed on Pg. 5-10
SB	5	5-10		Paragraph 1, Line 7	TAWG		Paragraph 1, line 7, change to "1 interregional route 3 commuter shuttle routes..."	Addressed on Pg. 5-10
SB	5	5-10		Paragraph 2, Line 5	TAWG		Paragraph 2, line 5: LAVTA does not offer a discounted youth fare	Addressed on Pg. 5-10
SB	5	5-10		Paragraph 2, Line 6	TAWG		Paragraph 2, line 5: LAVTA does not offer a student monthly pass.	Addressed on Pg. 5-10
SB	5	5-10		Orange Box	TAWG		Orange Box: Change listing of routes to 3 commuter routes.	Addressed on Pg. 5-10
SB	5	5-10		Orange Box	TAWG		Orange Box: Operating cost in orange box does not match operating cost in last line of body text.	Addressed on Pg. 5-10
SB	5	5-10		Orange Box	TAWG		Orange Box: Annual ridership is too high.	Addressed on Pg. 5-10
SB	5	5-17			TAWG		Consider a new title for "NextBus" since it is a brand name. LAVTA has had real-time information available to the public since 2003 through a WebWatch program which is on the website and provides the same service as NextBus and also has over 60 real time signs at bus stops throughout our service area.	Addressed on Pg. 5-18
SB	5	5-19			CAWG		Update the ridership numbers on the Oakland Airport Connector Project which BART revised down from 10,000 to 3,450 daily riders by 2020 (See BART staff presentation to the Oakland City Council Public Works Committee in Dec. 2009)	Addressed on Pg. 5-19. Using slightly different set of figures from Ridership Update report on BART website: <a href="http://www.bart.gov/docs/oac/Final%20OAC%20Ridership%20Report%2005%2005%2009.pdf">http://www.bart.gov/docs/oac/Final%20OAC%20Ridership%20Report%2005%2005%2009.pdf</a>

5				Account for full cost per rider in the transit data. Given how expensive transit expansions can be, it is very important to consider both the cost of building as well as operating and maintaining service when we think about the cost/benefits of a new transit expansion project. Thus, I'd recommend in Chapter 5: a.) For each expansion project, include projected ridership and give cost per rider and cost per new rider and b) for each transit operator, include the capital costs (discounted over time) of construction and maintenance in the average cost per rider. For example, on page 5-4, you write that cost per rider for BART was \$4.45 per rider but that doesn't include the massive capital investment of nearly \$1.5 billion of the SFO extension that was completed in the early 2000s. The same calculation should be done for all transit operators, including the bus systems that tend to have relatively lower capital costs than rail operators.	This information is not known at present time for expansion projects as costs and cost indices have not yet been developed. As projects are submitted and evaluated, a much more comprehensive look at capital and operating costs will be included in the evaluation. No action needed
SB	5		CAWG		Chapter 6 will address needs from Lifeline study and CBTPs
RW	5	5-3	TAWG	5-18 – Needs discussion of Lifeline transit needs, and the specific transit needs identified in Community Based Transportation Plans.	
SB	5	General	Verbal CAWG Comments	Regarding rapid transit, making the trip faster does not equate to better service. It's more difficult for passengers because the service is poor due to AC Transit service cuts. Transit is losing continuity because passengers and drivers do not know where the lines are going. Alameda County needs reliability and continuity, and must make sure that the current service is maintained and serves the public. This chapter has almost nothing to say about the context for transit in 2035, which is almost certain to be substantially different from today's conditions. We see a picture where the demand and need for transit then will be greater than now, due to a number of interacting factors. These in turn will shift behavior, and affect what is needed for transit. Some context-related, demand side based analysis should be included in this chapter. A preliminary take:	No action necessary
SB	5		TAWG		Added new section under Summary of Needs addressing these issues (see Pg. 5-29)
SB	5		TAWG	There will be a greater need for transit—Higher senior population There will be greater push factors to use transit by 2035 Higher real gas price Higher real parking cost Possible reductions in parking supply or parking ratios, especially at job centers such as UC Berkeley and Downtown Oakland Possible congestion pricing especially into San Francisco Possibly more restrictive environmental rules affecting use of cars City policies support transit use	Added new section under Summary of Needs addressing these issues (see Pg. 5-29)
SB	5		TAWG		Added new section under Summary of Needs addressing these issues (see Pg. 5-29)

SB	5				<p>Households will have a greater ability to use transit</p> <p>More people living in dense areas in all parts of the county, but especially in Oakland and Emeryville (those cities are projected to increase their share of their population). This means that more services (e.g. supermarkets) can be provided on a relatively local scale. Cities seek to provide services within their PDAs.</p> <p>Perceived desirability of low density, suburban development is decreasing</p> <p>Fewer households with school age children at home, simplifying trip patterns</p> <p>Reduced need to drive</p> <p>More retailing happening on-line, reducing need to drive to large shopping centers and big box stores. Some shopping centers are strong now, but some have already failed or are failing.</p> <p>Possibly more people working at home, though this has been incorrectly predicted before. These workers would still need to travel, but patterns would shift to more local and midday trips.</p>	Added new section under Summary of Needs addressing these issues (see Pg. 5-29)	
SB	5			TAWG		<p>Greater desire to use transit—The current “millennial” generation is widely cited as being less interested in cars, more interested in using other forms of transport</p> <p>OUTCOME—Demand for transit is very likely to rise</p> <p>Demand for commute transit will rise, particularly with parking charges and limits</p> <p>Demand for non-commute, short distance transit likely to rise even more</p> <p>Car use shifts towards recreational, discretionary weekend and night trips.</p>	Added new section under Summary of Needs addressing these issues (see Pg. 5-29)
SB	5				<p>TRANSIT SYSTEM NEEDS</p> <p>Robust local system—Grid pattern in urban Northern Alameda County, hub and spokes pattern in less dense areas</p> <p>Maintenance of commuter transit service, to serve proportionate increases in commuter travel</p> <p>Improvement of speed and travel time of non-BART transit, to improve its competitiveness</p>	Added new section under Summary of Needs addressing these issues (see Pg. 5-29)	
SB	5			TAWG		<p>P.94--BART's ridership per capita is shown as 138. But with a total annual ridership of some 115,000,000, this would mean their service area across 4 counties contained only 830,000 people. I don't think this is how BART or anyone else sees their service area.</p>	These figures are from MTC Statistical Summary of Bay Area Transit Operators, based on a 93 sq. mi. service area. It is unclear how that was defined (within X distance of lines or stations?). (See Pg. 5-4)
SB	5				5-4		

SB	5	5-8		TAWG		<p>P. 98: insert "To improve reliability," prior to the sentence stating "Line 51 has since been split". It makes it sound like a less arbitrary action.</p> <p>P. 99: you indicate for AC Transit an "average subsidy per passenger". Did you mean "cost per passenger" as you use for other operators? Using the word "subsidy" instead of cost is inconsistent with the language used for other operators.</p> <p>Shuttles: P. 102 to 104: There doesn't seem to be consistent references to costs in the explanation of shuttles. Private shuttles do not need to disclose this information, but in many cases, the shuttle is being partially funded with public monies (air district, university funds, BIDs). As such, those costs must be publicly available and should be used. (P. 102 No cost information on the Free B line, such as Cost Per Boarding or annual operating cost? AND p. 103 No cost per boarding for the AirBART?)</p>	<p>Addressed on Pg. 5-8</p>
SB	5	5-9		TAWG			<p>Addressed on Pg. 5-9</p> <p>Costs for shuttles are a range and are costed in a variety of ways (per mile, per hour, fixed, etc. ) and not presented consistently like NTD data. Have added amount of BAAQMD grant that is primary funding source for B Line. However, this is a new service, so cost data is not yet publicly available. AirBART cost also not available. (Addressed on Pg. 5-12)</p>
SB	5	5-12		TAWG		<p>P. 109: BRT "However, there could be significant parking and traffic impacts, depending on the final configuration." This statement is a conjecture and should be removed. Lots of things "could happen" so stick to what you know and not what you don't know.</p>	<p>This is not conjecture - it's from the project EIR. No action necessary.</p>
SB	5	5-19		TAWG		<p>P. 114 Please remove this statement altogether for political reasons: "BRT has sometimes been referred to instead as "quality bus," and it might be helpful to think of the concept in those terms." The federal government recognizes BRT, but does not recognize Quality Bus. It only obfuscates the situation.</p>	<p>Addressed on Pg. 5-25</p>
SB	5	5-24		TAWG		<p>P. 115 What, no costs associated with Streetcars or BART metro even though you provide costs for BRT? Either remove the costs of BRT or add the costs of Streetcars and BART metro. (In 2008, construction for the Phase 1 and 2 Portland streetcar cost about \$57M for 2.4 miles—or about \$23.7 per mile—and they already have rail infrastructure for their maintenance yard. I suspect cost for the Broadway line would be significantly higher)</p>	<p>BRT costs for AC's project are known. Added approx. streetcar costs (\$50M/mi., based on Portland Loop and Tucson). BART Metro project has not been defined.</p>
SB	5	5-25		TAWG			

5	5-28		TAWG	<p>P. 118: Expansion versus Enhancement It sounds like you set up a false dichotomy. Should it not be Expansion versus System Maintenance? BART has to replace their rail cars at a cost of \$3 to 5 billion—that's not enhancement that's general maintenance of the system. The real issue is should we continue to provide for expansion when the basic vehicle replacement needs are not being met? AC Transit has that issue, just like BART does but AC Transit has generally replaced vehicles in a timely way; now it's BART's turn.</p>	Addressed on Pg. 5-28
6	6-2		TAWG	<p>P. 122 “In addition to the substantial funding provided to city-based paratransit programs in the county, 22% of Measure B funding is allocated to AC Transit for transit operations. AC Transit provides accessible transit services for thousands of East Bay seniors and people with disabilities.”  This should be changed to : “In addition to the substantial funding provided to city-based paratransit programs in the county, both BART and AC Transit provide federally mandated paratransit service through the East Bay Paratransit Consortium using BART's and AC Transit's general operating funds. About 22% of Measure B funding is allocated to AC Transit for general transit operations, but it is not directed specifically for paratransit service.”</p>	Addressed on page 6-3.
6	6-11		TAWG	<p>P. 131 “Strategies to Address Accessible Transportation Needs” Every other section only lists the Summary of Needs, except the Accessibility Programs. It seems inappropriate that the book provides “Strategies to Address Accessible Transportation Needs”, when no other set of needs (Transit, Highways Roadways and TSM, Pedestrian, Bike, Goods Movement) has strategies listed. This may be because you are actively involved in those associated programs. However, do not imply that those are the only strategies that exist or that you've made decisions about those programs outside the countywide plan development process. I think they should be stricken.</p>	Revised text re-emphasizes that these strategies are in no way exhaustive and were derived from the Service Delivery Analysis, which appropriately informs this Briefing Book.

SB

RW

RW



5, 2 and 6		General	CAWG	<p>Understanding the transportation needs of special populations All of Chapter 6 is dedicated to the needs of paratransit users – primarily the disabled and elderly. However, there are other transit-dependent populations (those with no access to an automobile or who are unable to drive) that deserve special attention as they are more vulnerable to changes made to our public transit. For that reason, in addition to the information available in Chapter 6 and in Chapter 2 on population, in Chapter 5, for each transit operator and, if possible, for each shuttle, F91 also provide the number and percentage of riders that are transit-dependent. It would be further useful to understand, of its riders and of those who are transit dependent, which are students, elderly, disabled and/or low-income. In Alameda County, thousands of youth depend on our public transit system to get to school. On the average weekday, over 60,000 trips on AC Transit are made by students and based on LAVTA’s website, it appears that nearly half of its routes (15 out of 32) are school-service. 20% of Union City Transit’s riders are between the ages of 13 and 17 (and 31.5% of riders are students), which would suggest that another couple of hundred students depend on Union City Transit to get to school (Union City Transit provided 482,353 unlinked trips in FY 2008/09). The access and affordability of these transit systems for young people is more than a mobility issue, but also an issue of educational access and equity. Thus it is very troubling that AC Transit, as a way to provide itself more stable revenues, is proposing to over double the youth bus pass over the next 5 or so years, likely pricing many of its families out of transit and therefore non-neighborhood schools.</p>	<p>We will add demographic information on transit riders to the extent possible. We are expanding Chapter 6 to include a section on community based plans, and other transit dependent populations.</p>
5,6		General	CAWG	<p>Include results from the Community Based Transportation Plans in the book. At the end of Chapter 5, there is a candid discussion of some of the biggest policy questions facing Alameda County about how to meet its transportation needs in an era of tight financial restrictions. Chapter 6 is dedicated to the specific transit needs of the elderly and disabled communities in Alameda County and the programs designed to meet those needs. What is missing in these discussions and in the book overall, are the particular transportation needs of Alameda County’s low-income residents. Specifically, the book should include the findings as well as at least the top-ranked needs and project proposals coming out of its five Community Based Transportation Plans, which involve hundreds of surveys residents in Alameda’s lowest income and highest minority neighborhoods. These can be accessed on the former CMA: website: <a href="http://www.accma.ca.gov/pages/HomeCommBasedTransPlan.aspx">http://www.accma.ca.gov/pages/HomeCommBasedTransPlan.aspx</a></p>	<p>We have enhanced Chapter 6 to include text about CBTPs, lifeline and other underserved populations.</p>
6	6-3		TAWG	<p>LAVTA’s paratransit service area does not extend to Sunol. LAVTA only serves Livermore, Pleasanton, Dublin, and the immediately adjacent areas of Alameda County. Pleasanton Paratransit provides limited service to Sunol.</p>	<p>Addressed on Pg. 5-14</p>

RW

SB & RW

RW

RW	6	6-4	4th Paragraph	TAWG	4th Paragraph: LAVTA is not technically a "city based" service. It's an independent special district like AC Transit. LAVTA does NOT receive any general fund dollars. Pleasanton Paratransit is a city based program and does receive general fund support from Pleasanton.	Addressed in Chapter 5
RW	6	6-6		TAWG	LAVTA paratransit is available from approximately 4:30 AM to 1:30 AM. It's no longer 24/7.	Addressed in Chapter 5
RW	6	6-7		TAWG	The Wheels Para-Taxi Program should be moved under the LAVTA information. Service area is Livermore/Pleasanton/Dublin. LAVTA will reimburse 85% of the fare of a taxicab ride up to \$20 per ride with a monthly cap of \$200 per person. The service is 24/7.	Addressed in Chapter 5
RW	6	6-7		TAWG	Livermore also does not operate a specific program to my knowledge.	Addressed in Chapter 5
RW	6			CAWG	The number of "free" services described in Chapter 6 indicates discriminatory services available only to certain categories of residents -- is this fair? And do all of the "free" senior-based programs meet the requirements of CA PUC section 99155(b)?	Initial inquiry confirms that all free fare programs are for both seniors and people with disabilities (per PUC reference). Regarding fairness, questioning whether language for reduced fare implies that there are general fares that are higher, which is not the case in these programs. Researching implications of Older Americans Act funding requirement for donation only.
RW	6	6-8	General	TAWG	6-8 – Add City CarShare/City of Berkeley Accessmobile to Innovative Services. See 2008 MTC Doris Kahn Award.	Will include reference in Chapter 6
RW	6	6-12		TAWG	6-12 – Add accessible carsharing to list.	Will include reference in Chapter 6
Cat	7	7-9	Bicycle Parking, 1st Bullet	TAWG	Bicycle Parking, 1st bullet: Emeryville has a Bicycle Parking Ordinance.	Addressed on p. 7-9.
Cat	7	7-10	SRTS	TAWG	Safe Routes to School: Emeryville has not received a Safe Routes to School grant.	Addressed on p. 7-10.

Cat	7	7-11	Summary of Needs	TAWG	<p>Summary of Needs: Not clear what survey Emeryville didn't respond to, but here's what we have:  Our draft CIP, to be adopted this year for 2011-2015, has \$5 million of bicycle improvements.  Our I-80 ped-bike bridge is in Caltrans' environmental review stage, and it will cost about \$10 million.  The PDA survey I filled in for ABAG lists pedestrian-priority zone streetscape improvements at about \$1 million, and more-distant future ped-bike bridges for about \$13 million.  That adds up to \$28 million. We're a small city, but we're at a crossroads requiring overcrossings to link regional ways.</p>	Addressed on p. 7-11 and 8-10.
Cat	7+8			Steering Comm	<p>b. The Briefing Book refers to the Bay Trail as a "premier recreational facility". We need to acknowledge that it is both a recreational and a commute facility. (no page reference).</p>	Addressed on p. 1-6, 1-8, 1-10, 1-12, 8-7; already addressed on p. 7-3.
Whelan	11		General	CAWG	<p>While Chapter 11 points out many valid restrictions on uses of various funds, it would be more accurate to note that there are also many ways to creatively work around these restrictions when the MPO chooses to do so, as they do selectively.</p>	A full picture of financial conditions will be presented at the CAWG and TAWG in April.
Cat	Apdx	A-1	Status of Projects	TAWG	#8 – Ed Roberts Campus – Closeout/Complete	Addressed on p. A-1.
Cat	Apdx	A-5	Status of Projects	TAWG	#60 – PE/Env phase. Comments/Notes: Downtown Berkeley BART Plaza and Transit Area - Phase 1 funded by \$2.25M (incl. \$1.8M TLC/CMAQ). BART & City seeking add'l funds for Phase 2 (BART entrance construction.)	Addressed on p. A-6.
Cat	Apdx	A-8	Status of Projects	TAWG	#89 – ACTC is now lead agency.	Addressed on p. A-8.
Cat	Apdx	A-8	Status of Projects	TAWG	#90 – Comments: Pedestrian Plan adopted, 2010. Approx. \$1.5M from Safe Routes to Schools & Safe Routes to Transit grants.	Addressed on p. A-8.
Cat	Apdx	A-8	Status of Projects	TAWG	#93 – PE phase. Received \$2.25M FHWA Value Pricing Pilot Program and \$2M CMAQ Climate Initiative grants.	Addressed on p. A-8.
SB & RW		General	Regarding All Statistics	TAWG	Regarding all statistics: What is the source? They seem to be off from what LAVTA has internally.	Have ensured that consistent figures are used (there were some conflicting figures from different sources); have added sources to agency-description pullboxes; have contacted LAVTA staff directly to clarify sources.

Cat		General	CAWG	Document seems to "use words merely for the sake of addition." At a minimum, the addition of an Executive Summary which lays out key points of the document and process, plus the list of acronyms, would be useful.	The Introduction serves as the Executive Summary for the document. No action necessary.
Cat	1-2		CAWG	Page 1-2 talks about being "fortunate to have both a sales tax and a VRF," but then says that "recession has resulted in revenues falling below initial projections." If this is true for the recently-passed VRF, how valid are projections coming out of the Alameda CTC? This should probably be re-phrased.	Addressed on p. 1-2.
Cat		General	CAWG	It is questionable if the segregated and often duplicative "elderly/disabled" services (beyond mandated ADA paratransit) need to be in place for the Baby Boomer generation. We should continue to look at serving all people, and stop pandering to select populations. It should also be noted that shuttle systems such as the Emery-Go-Round refuse to meet their ADA responsibilities, and actually add to the paratransit burden of the East Bay Paratransit Consortium. What ever happened to "coordination" and fiscal responsibility?	Chapter 6 has been expanded to include a discussion of additional underserved populations such as low income populations.
Cat		General	TAWG	This is a very good, helpful document. However, it's also very long and dense. I think it needs some restructuring to make it more inviting to readers.	Will endeavour to condense.
Cat		Unclear	TAWG	I like the best practices, but they're a bit too Colorado focused, and they add to the oppressive length. Might need to be moved to an Appendix for readability, or shortened and placed in box/sidebar format.	Will endeavour to condense.
Cat	10	General	TAWG	Don't automatically equate zero-car households with "green" or "urban" living, or assume positive connotations. Poverty is a much bigger reason why households don't own a vehicle.	We have added a sentence acknowledging this fact on p. 1-5.
RW		General	TAWG	Overall, the document doesn't adequately highlight equity, poverty, transit-dependency, rates of unemployment, access to work, etc. It discusses the growing senior population, but seniors are only one subset of the transit dependent population. It doesn't seem to mention Lifeline transit standards, or the Community-Based Transportation Plans which have been produced by ACTC.	We have added text about CBTPs, lifeline and other underserved populations in Chapter 6.
Cat		General	Verbal CAWG Comments	Are the statistics current from 2010? Staff stated that the statistics are from 2009 and 2010, and the Briefing Book will list the sources.	We have sought to cite all statistics.
CD&A		General	Verbal CAWG Comments	A member requested the briefing book acknowledge how land use, transportation, and the Sustainable Community Strategy (SCS) integrate with each other.	Clarifying summary paragraph added to Chapter 3.
Cat	10		TAWG	The Briefing Book (or elsewhere) should have some discussion about the medium- to long-term likelihood of a growing fleet of private electric vehicles and a need for the public sector to respond with standards on charging stations and parking design. Infrastructure dollars will not be clear because this could eventually be a market-based, private sector venture.	Will potentially address in Transportation Issue Papers.
CS	1 & 4		CAWG	In the summary and chapter, correct eastbound congestion in the am and westbound in the pm on I-580 in East County. It is reversed.	Correct. Updated on p. 1-15 and Chapter 4.

SB	5	5-2					Ridership / trips is an important data point to evaluate transit, but <u>Passenger Miles</u> is another important element. Please include transit Passenger Miles as well.  The figure should include <u>BART Entries</u> at Alameda County, as well as what is shown for Exits. BART trips are more often regional (bi-county) in nature as compared to trips on other carriers, but this figure distorts that fact. Does the AC Transit ridership reflect boardings also include bus-to-bus transfers? We recall that the AC Transit's 2008 On-board Survey estimated that 17% of AC trips are AC to AC transfer trips. Any double counting should be eliminated.	A chart showing passenger miles by operator has been added; however, per psgr. mi. is a less standard measure of productivity and cost-effectiveness than boardings, so for purposes of brevity and clarity this has not been calculated (Addressed on Pg. 5-2)
SB	5	5-2	TAWG					Addressed on Pg. 5-2
SB	5	5-2	TAWG				For consistency, what percent of AC Transit ridership is in Contra Costa (p. 32, Table 18 of the ACCMA 2005/2006 Performance Report estimates Contra Costa's share of AC Transit trips to be 12%)?	Addressed on Pgs. 5-2 and 5-8 (Note: 12% estimate from 2006-07 Performance Report is used)
SB	5	5-2	TAWG				Please identify acronym for AHBF and AOFS (ferry services).	Is in legend; abbreviated for space reasons
SB	5	5-2	TAWG				How are the averages calculated? The average should be <u>weighted</u> by trips / passenger-miles. For example, for Figure 5-4, as the report indicates that the AC and BART carry nearly 95% of weekday riders, a weighted average Cost-Effectiveness would be closer to the BART (\$4.45) and AC (\$4.32) per trip numbers.	Addressed on Pg. 5-2
SB	5	5-2	TAWG				Passenger on-time performance should be included, if available.	BART On-Time Performance added to text (see Pg. 5-4)
SB	5	5-3	TAWG				The new West Dublin/Pleasanton BART Station opens on Feb. 19, 2011, so <u>44</u> stations (may also apply to BART Metro statement on p. 25). Figure should also be updated. Also, note that the Warm Springs BART extension and the Oakland Airport Connector projects have ACTIA/ACTA funding and are under construction. No longer "planned" as indicated in figure.	First issue addressed on Pgs. 5-3 and 5-25; re: 2nd issue, figure changed (Pg. 5-3) but text already mentions construction, Measure B funding
SB	5	5-4	TAWG				Please use updated BART map (with West Dublin / Pleasanton) -> <a href="http://www.bart.gov">www.bart.gov</a> (beginning Fri., 2/19).	Addressed on Pg. 5-4
SB	5	5-4	TAWG				Please indicate that BART's standards plan for a 10-car train load that can carry 1,070 passenger per train (107 passenger / car), not a Maximum Capacity of 2,000 as indicated. The 2,000 number is closer to a crush load, and we should not be planning for that on a daily basis.	Addressed on Pg. 5-4

SB	5	5-21		TAWG	Instead of saying "The second" BART extension in Alameda, please use "Another." One could count WSX and OAC as two extensions, so Livermore would be the Third. But, no need to frame it that way.	Addressed on Pg. 5-21
SB	5	5-21		TAWG	Under the last paragraph for Livermore BART, for the train yard, please use instead the phrase "There would be a train yard located along the extension." BART, City and stakeholders will be evaluating this issue as part of a current ACTC funded study.	Addressed on Pg. 5-21
SB	5	5-21		TAWG	All planned projects, but especially those proposing service that cross regional boundaries, need to be consistent with the emerging SB375-guided Sustainable Communities Strategy (SCS). One of the key adopted targets for MTC's SCS / RTP process, and interpreted as a statutory requirement of SB375, is that the region needs to house 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents. It is unclear what this means for projects designed for daily commuters <u>into</u> the region (as distinguished from inter-city trips).	Addressed in SB 375 section on Pg. 5-27 (see below)
SB	5	5-25		TAWG	The Jack London Streetcar study was a partnership between BART, the City of Oakland and the Port of Oakland. It was not BART-alone that "considered" the streetcar project, but a stakeholder group that included the three entities (as well as other stakeholders).	Addressed on Pg. 5-25
SB	5	5-26		TAWG	Please verify your statement that the San Antonio District has "the highest population densities" in Alameda County. What is the source of information? Doesn't Berkeley Southside and/or Oakland Chinatown have higher densities?	Addressed on Pg. 5-26
SB	5	5-26		TAWG	The Policy section should briefly discuss policy implications of SB375 for Alameda County with respect to its role as a gateway between the Bay Area and the Central Valley. It is unclear yet how the emerging SCS for the region will look to invest in commute travel across gateways, as region's are supposed to plan to accommodate housing for its workforce. This is a significant policy question.	Addressed on Pg. 5-27

**COMMENTS SUBMITTED AFTER THE DEADLINE**

	7			TAWG	7-3 para 2 – substitute "bicycle facilities" for "bicycle lanes" (we all use a combination of Class I-III facilities on our networks.)	Addressed on p. 7-3.
	7			TAWG	7-3 change "as well as a growing network of bicycle boulevards." Only Berkeley and Emeryville have Bicycle Boulevards, and only Emeryville has 'grown' the network since Berkeley's initial installation in 2003.	Addressed on p. 7-3.
	7			TAWG	7-3 – top of column 2: "Although improvements in bicycle and transit coordination can be made..." This sounds too positive and pat. Should mention efforts such as the 2009 AC Transit Bicycle Parking Study, the Safe Routes to Transit grant program, and recent major expansions to BART's bicycle infrastructure (e-lockers, bikestations, modified rail cars.)	Addressed on p. 7-3.

7				7-4 – last sentence: No! Growth in bike share occurred concurrently with significant investments (Bicycle Boulevards, bike parking, safety education). Social changes may also be a factor, but the growth didn't just occur magically.	Addressed on p. 7-4.
7				7-6 – "replace short car trips under 5-10 miles." to just 5 miles. That's the usual distance considered for motor vehicle mode shift to bikes.	Addressed on p. 7-6.
7				7-9 – top of page, add Albany and maybe El Cerrito (though not in Alameda County) "how the Ohlone Greenway was developed in North Berkeley and Albany." (more in Albany & El Cerrito than Berkeley.)	Addressed on p. 7-9.
7				7-9 – Bicycle Parking. 1st Bullet – Berkeley also has bicycle parking ordinance/zoning requirements.	Addressed on p. 7-9.
7				7-9 – Bicycle Parking. 4th Bullet – Berkeley also has shared use e-lockers (8 at Capitol Corridor Rail Stop)	Addressed on p. 7-9.
7				7-9 – Bicycle Parking. 5th Bullet – and the newest, an electronic-card controlled Bikestation at Ashby BART.	Addressed on p. 7-9.
7				7-10 – Wayfinding signage, 1st bullet – Berkeley also has bike route signage (and I expect many other jurisdictions do to.)	Addressed on p. 7-10.
7				7-10 – Local Planning Efforts – Please add some comments on how the AC Bicycle Plan update is being coordinated with the CWTP, or will be incorporated or referenced.	Addressed on p. 7-10.
7				7-10 – formatting error – Local support Programs should be title of next section.	Addressed on p. 7-10.
7				7-10 – Berkeley also has a Bicycle Safety Education Campaign	Addressed on p. 7-10.
7				7-10 – Safe Routes to Schools – Berkeley has also received SR2S funding.	Addressed on p. 7-10.
7				7-10 – Safe Routes to Schools – Berkeley participates in the countywide SR2S program with Transform.	Addressed on p. 7-10.
7				7-11 – Countywide support programs: The Bike to Work Day bullet seems too brief given ACTC's active role. Consider adding something like "ACTC has provided significant funding and leadership to expand BTWD in recent years."	Addressed on p. 7-11.
7				7-11 – Future Conditions – "Projected demographic trends and policy mandates..." This is the first hint of Smart Growth/Focused land use.	Addressed in Chapter 3.
7				7-11 – Summary of Needs – Cut this or change this section significantly. The methodology of the survey may have been flawed, or respondents didn't use the same methodology. What time frame was used? Did respondents cite only budgeted funds or identified but unfunded needs?	We are aware of the problems that accrued from reporting inconsistent survey responses, and are working to address them for the Bike/Ped plans. For now, we will delete this section.

7					7-11 – Missing concepts. There’s very little recognition of the important of Measure B Bike/Ped funds in this chapter. Suggest inserting a table on recent Measure B Discretionary grants, or something. Maybe also mention the bike/ped set-aside in VRF.	We will add a bullet point on Measure B under “Countywide Support Programs.”
8				TAWG	8-2 – Please note upfront that the term pedestrians includes people in wheelchairs and other mobility devices, and that the term “walking” includes use of chairs/devices	Addressed on p. 8-2.
8				TAWG	8-2 – Please use another example besides downtown Berkeley, just to mix things up. Berkeley likes the attention, but is mentioned maybe too often in the Briefing Book. There are other exceptional pedestrian environments to cite: UC Berkeley campus, Oakland’s Chinatown.	We will replace the sentence that begins/ends: “For example, the downtowns of Oakland and Berkeley offer a compact, grid street pattern . . . highly conducive to walking.” with another example.
8				TAWG	8-2 Mode Share and Trip Purpose “a modest uptick in absolute terms, in relative terms...” Explain. Hard to understand. Should provide raw numbers, not just percentages.	We will clarify on p. 8-2.
8				TAWG	8-2 “More people walked to or from home....reflecting the tendency to walk in placed with familiar destinations nearby.” No, it’s not exactly “familiarity”. It’s that home is the most common trip origin or destination.	Addressed on p. 8-2.
8				TAWG	8-3 – Gender. I don’t understand the point here. They look basically equal (.9%), so unless there’s a point I’m missing, I’d cut or shorten. (This is a much more relevant point with bikes.)	We will shorten this significantly.
8				TAWG	8-5 – Figure 8-7 is great! However, this is the first time that density compared across the Planning Areas has been presented. The dwelling unit per/acre chart should be in the Introduction.F170	We will add to Executive Summary.
8				TAWG	8-7 – Pedestrian Share of total traffic fatalities. Needs context - compare Alameda County ped fatality:walk mode share ratio to others – state, fed, other counties.	We will provide contextual data if it’s readily available and comparable.
8				TAWG	8-7 – typo – cut last phrase of Physical Barriers “and other on-street bicycle infrastructure” doesn’t belong in Ped Chapter.	Addressed on p. 8-7.
8				TAWG	8-8 – Local Planning Effort – Explain relationship of Countywide Ped Plan to CWTP.	Addressed on p. 8-8.
8				TAWG	8-9 – Don’t know what Traffic Curriculum means	We will add a brief description



8			8-9 – Missing ideas: <ul style="list-style-type: none"> <li>Should discuss the health impacts of active transportation, and recognize the growing role of Public Health Departments in walking/active living advocacy.</li> <li>Should mention the important of Measure B ped funds.</li> <li>Should mention ADA and ADA Transition Plans to benefit all pedestrians.</li> </ul>		First bullet: We will add a brief discussion. We will add a bullet point on Measure B under the “Multi-jurisdictional programs” section. Third bullet: We will add.
8		TAWG	8-10 – Summary of Needs - As in Bike Chapter, this is not an adequate treatment of needs. If you only got 50% response and responses varied widely, then the data is very likely misleading. Cite the more detailed responses in a sidebar – they’re interesting, but this is not a Summary of Needs.		We are aware of the problems that accrued from reporting inconsistent survey responses, and are working to address them for the Bike/Ped plans. For now, we will delete this section.
9		TAWG	9-3 – What’s the Oakland Intermodal Gateway Terminal?		Defined in footnote on pg. 9-3.
9		TAWG	9-7 – Future Conditions, Land Use and Goods Movement. Change negative term “industrial land supply is “at risk” of transitioning...” supply may transition...		Addressed on p. 9-7.
9		TAWG	9-7 – Truck This is the first mention of the Alameda County travel demand model.		The travel demand model is the source of charts in Chapters 1 and 2. A textual reference has been added in Chapter 1.
9		TAWG	9-15 – Figure 9-9 doesn’t add much value		Removed.
10		TAWG	Chapter 10 – general comments This is primarily a parking chapter, and there’s not much on TDM here I’d add these points, at least: <ul style="list-style-type: none"> <li>511 has commute benefits program, including carpool ride matching.</li> <li>Alameda County Guaranteed Ride Home Program</li> <li>Pre-tax transit benefits nearly doubled in 2010 and bicycle benefits were added for the first time.</li> <li>Berkeley (and SF and Richmond) passed an ordinance requiring all employers with 10+ employees to offer pre-tax commute benefits. (TRACCC Ordinance, more details available on request.)</li> </ul>		<ul style="list-style-type: none"> <li>511 commute benefits program, GRH, pre-tax benefits, and other programs added to p. 10-6.</li> <li>Guaranteed Ride Home Program is mentioned in the introduction</li> <li>Berkeley ordinance added to p. 10-8.</li> </ul>
10		TAWG	10-3 - Use AC transit Easy Pass logo, not VTA (or Boulder?) Eco Pass logo.		Logo removed on p. 10-3.

10					10-6 – This is an OK description of the evening parking issues in Berkeley, but Saturday between 10pm and midnight is not a peak hour observation	TAWG		Addressed on p. 10-6.
10					10-7 – Cut all these images. They don't add anything.	TAWG		We have maintained 4 of these photos for illustration purposes.
10					10-8 – Too much text on Berkeley parking here. Suggest cutting first paragraph under The Solution, at a minimum	TAWG		Addressed p. 10-8.
10					10-8 – Replace "Eco Pass" with "Easy Pass"	TAWG		Addressed p. 10-8.
10					10-8 - The TDM Conditions of Approval is much more relevant to readers/other jurisdictions. Suggest you cite Library Gardens or Brower Center Conditions. (available on request)	TAWG		No action necessary in briefing book, TDM Conditions of Approval already mentioned on p. 10-8. We will consider adding this example to the Parking and TDM issue paper.
10					10-11 – Increased Revenue – I thought BART had an Access Fund funded by parking revenue. Did they cancel it?	TAWG		We double checked with BART. All the BART parking revenues now go into BART General Fund. A number of years ago the Board approved a contribution of \$625,000 / year for three years in an Access Fund but due to financial issues, the District took back the third year of funding. The Access Fund allocation was never renewed.



785 Market Street, Suite 1300  
San Francisco, CA 94103  
(415) 284-1544 FAX: (415) 284-1554

## MEMORANDUM

**To:** Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) and CWTP-TEP Steering Committee  
**From:** Bonnie Nelson, Nelson\Nygaard  
**Date:** March 1, 2011  
**Subject:** Transportation Issue Papers

---

The transportation issue papers are intended to provide a bridge between the big picture needs/issues/priorities discussions that have been the topic of much of our discussions and outreach to date and the next stages of the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) development that will occur over the next few months. These issue papers provide case studies and additional background on key issues for the CWTP as well as providing a framework to think about how to approach transportation in the Plans.

The issue papers are intended to stimulate thinking and discussions around some of the important but challenging issues that we are facing in development of these Plans. Ultimately, we hope these can spur innovative thinking about project and program packaging and evaluation as we prioritize projects for both the CWTP and refine our list of projects for the Regional Transportation Plan.

We are preparing six papers on transportation issues:

- Sustainability Principles
- Land Use and the Countywide Transportation Plan
- Transit Integration and Sustainability
- Transportation Demand Management and Parking Management
- Goods Movement
- Innovative Funding Opportunities

The final issue papers will be included in your April meeting packets. At your March meeting we are looking for the following feedback from you:

1. Are there related topics you would like to see covered in the issue papers? And/or are there things in the issue papers that you feel were already adequately covered in the Briefing Book, and therefore do not need to be repeated here?
2. Are there case studies you are aware of that should be reviewed for these issue papers?

## Issue Paper #1: Sustainability Principles

- Introduction:

This section defines the goals of this section and provides definitions of sustainability and a sustainable transportation system.

- Goals

- Define sustainability and explain how it applies to transportation
- Provide examples of how other transportation plans have supported and implemented sustainability principles
- Develop CWTP sustainability principles

- What is sustainability?

- Provide definitions of sustainability - Meeting current needs without compromising needs of future generations
- Discuss dimensions of sustainability - environment, economy, quality of life, equity

- What is a sustainable transportation system?

- Provide definition of a sustainable transportation system
- Discuss California's Sustainable Communities planning requirements and how these relate to the CWTP
- Discuss how the transportation system fits into the context of other sectors' benefits & impacts, and the need to look at transportation as an integrated system along with land use, housing, economy, and environment
- Discuss the importance of defining and tracking performance measures to measure progress towards sustainability; provide examples of performance measures related to sustainability

- Goals & Available Strategies

This section discusses what a sustainable approach to transportation might look like in Alameda County. This includes both how sustainability might be considered in the County's transportation planning and programming activities, and what types of projects, programs, and policies might support a more sustainable transportation system.

A sustainable approach to transportation requires:

- a multi-faceted approach which includes planning, financing and environmental considerations
- Adopting integrated planning - transportation consistent with land use – through Sustainable Communities Strategy, Transit Oriented Development (TOD), etc.
- Taking steps to reduce environmental impacts – GHG & energy (consistent with regional Greenhouse Gas (GHG) reduction targets), air pollutant emissions, water quality impacts, etc. – consistent with reductions needed to meet broader (societal) targets/goals (e.g., energy independence, climate stabilization, air quality attainment).
- Fiscal prudence – not spending beyond our means, or making investments that we can't afford to support in the future.
- Maintaining a state of good repair.
  - Highway
  - Transit

- Bicycling and Walking
- Other modes
- Maximizing efficiency of existing system – looking for ways to improve mobility and accessibility while minimizing fiscal burden and social & environmental impacts – through Intelligent Transportation Systems/operations, Transportation Demand Management, land use, etc.
- Maintaining acceptable levels of mobility and accessibility for passenger and freight traffic.
- Supporting investments, services, policies, and programs that improve social equity & ensure access to economic opportunities for all residents.
- Tracking progress through performance measurement.
- Case Studies
  - This section presents examples of successful and innovative approaches to incorporating sustainability principles into transportation planning and programming.
  - Caltrans – statewide transportation sustainability – adapt from National Cooperative Highway Research Program 8-74 case studies
  - An MPO case study from 8-74, possibly Metropolitan Washington Council of Governments (MWCOC)
  - Possibly another county or local government from California, if a good example can be found
- Challenges
  - This section discusses the most significant challenges that transportation agencies have faced in incorporating sustainability principles into transportation planning and programming.
  - Agreeing upon definition of sustainability for agency’s purposes and operationalizing that definition through policies, programs, projects, and funding priorities.
  - Making tradeoffs among different sustainability objectives – e.g., need money to invest in more energy-efficient modes, but also need to be fiscally sustainable.
  - Linking transportation planning with other sectors (e.g., land use).
  - Identifying and tracking appropriate performance measures.
- Strategic Investment Opportunities
  - This section discusses how the CWTP can encourage implementation of a more sustainable transportation system.
  - Review/list existing County (and relevant regional) projects, programs, and policies that relate to/achieve goals and strategies discussed above.
  - Suggest additional steps:
    - Address sustainability through the planning & programming process.
    - Suggest components of a “sustainable transportation portfolio” – policies; priority funding/focus areas (programs, modal, projects, etc).
    - Identify actions with clear benefits across all sustainability dimensions, and those that may involve tradeoffs – need to identify County priorities.

- Identify/include sustainability-related performance measures in a performance-based planning approach.
- Conclusions and Next Steps
  - This section identifies additional research needed or other actions needed to further enable implementation of a more sustainable transportation system.
  - County stakeholder consensus on definition of sustainability, performance measures & monitoring, and evaluate how current priorities and projects support meeting sustainability objectives.
  - To be further developed as issue paper research progresses.

## Issue Paper #2: Land Use Implementation Tools for Reducing Vehicle Miles Traveled (VMT) to Support the Countywide Transportation Plan

- Introduction

This transportation issue paper will focus on the issue of encouraging high density land use within areas of Alameda County that are well-served by transit. It will also focus on supporting areas that support walking and biking and have the potential to be better served by transit in the longer-term future. The planned and potential Priority Development Areas (PDAs) that have been identified by local jurisdictions through ABAG's FOCUS program will be an important component of this discussion. It will also be important to support other opportunities to reduce VMT by planning and implementing development that will support increased walking and bicycling throughout the county.

The issue paper will discuss what this means for the jurisdictions in Alameda County and for the Alameda CTC; the issues that challenge implementation of these land use patterns (e.g.; existing policies, standards, and jurisdiction practices; development issues such as property acquisition and infrastructure costs; issues of community support that can impact entitlement; etc.); and what the Alameda CTC can do to encourage implementation of these land use patterns through the CWTP. It is also important to recognize the policy challenge of spending transportation dollars on land use; this transportation issue paper will also identify the relative effectiveness of the various strategies and tools that are discussed in order to aid in the setting of investment and policy priorities for the Alameda CTC.

- What are the essential characteristics of walkable and bikeable places, in particular PDAs? Why are they important to Alameda County and the CWTP vision and goals?
- How can jurisdictions identify places, other than PDAs, that have the best potential to support biking and walking? How can priorities be set for investment in these areas?
- What is the relationship of these land use concepts to Transit Oriented Development and Smart Growth?
- What is the relationship of these land use concepts to other transportation, land use, and economic policy initiatives?
- What does the PDA designation mean to Alameda County beyond what is assumed in FOCUS partnership strategy? Are there other ways to define the linkage between land use and reduced VMT/increased transportation choice in Alameda County?
- Provide summary of what it means to be designated as a planned or potential PDA in terms of regional and other policies and funding programs.
- Relationship to jurisdictions' economic development goals and potential changes to Redevelopment Agencies.
- Potential impacts, both positively and negatively, of CEQA analysis of GHG, particulates, and broader air quality and transportation impact issues to infill and TOD opportunity sites.
- Relationship of Alameda County efforts to the RTP SCS strategies and transportation infrastructure.
- Other issues (to be expanded on through additional research)
  - Impact of BCDC Climate Adaptation Strategy

- Goals and Available Strategies

- How can the Alameda CTC encourage development in the PDA designated areas and other walkable and bikeable places throughout the county?
- Are there opportunities to advance planning/public involvement/environmental clearance?
- Are there other funding needs to jump start development in these areas?
  - Infrastructure – transportation and other types
  - Property acquisition/land banking
  - Policy and implementation strategy development projects requiring funding at higher levels than the MTC Technical Assistance Grants (max. \$60,000) and Alameda CTC’s TODTAP program. While station area planning grants and other MTC grants can provide funding for certain types of policy development and CEQA efforts, there are other locations (e.g.; outside of PDAs or outside of ½ mile from transit within PDAs) or types of planning or infrastructure investment (e.g. street standards, utility improvements, etc.) that may not compete well for existing grant programs, but that would advance implementation of development in walkable and bikeable locations in Alameda County.
- Are there tools that could be developed through coordination with regional agencies and utilities, other CMAs, Alameda County, and through state agencies and the legislature:
  - Funding sources to implement PDAs and other walkable and bikeable places:
    - Tax Increment Financing Districts beyond those that can be created for TOD areas.
    - Others to be identified through further research.
  - Supporting the creation of joint public-private partnerships.
  - Coordinating with Caltrans to facilitate advancing redesign of state-owned urban arterials within PDAs.
  - Encouraging utility companies to develop standards and infrastructure investment strategies that support PDA implementation.
  - Model ordinances to make implementation feasible (e.g. zoning, street design standards, parking standards and management strategies).
- How can the CWTP support non-Single Occupancy Vehicle oriented development in PDAs?
  - Are there policies and best practices that should be encouraged/required in locally designated PDAs to receive targeted funding?
  - Are there opportunities to target funding to projects in the PDAs and other walkable and bikeable places?
  - Are there opportunities for public/private partnerships and how can the CWTP encourage those partnerships?
  - Are TOD/PDA design guidelines needed for Alameda County?
- Case Studies
  - Should the CWTP direct funding in ways that are more related to land use and how would that be accomplished?
    - Maryland experience of “Priority Funding Areas”
    - Other possible programs in Utah, Maine and other locations, such as:



- More refined infrastructure impact fee calculations.
  - Establishing government facilities criteria and practices to support investment in walkable and bikeable locations.
  - Coordination with school districts to support walkable and bikeable locations.
  - Others to be developed.
  - Should Alameda CTC come up with model ordinances that could be adopted throughout the county?
    - Grand Boulevard Initiative – Corridor-wide Caltrans exceptions for improvements to El Camino Real.
    - CEQA mitigation toolkit or menu.
    - Others to be developed.
  - Challenges
    - Is there additional planning or additional research that needs to be done to help define a TOD/PDA program in Alameda County?
  - Strategic Investment Opportunities
    - To be developed based on issue paper research results.
  - Conclusions and Next Steps for Alameda County
- Key issues to address and recommended steps to begin addressing them.

### Issue Paper #3: Transit Integration and Sustainability

- Introduction: What is the meaning of transit “integration” and “sustainability”?
  - MTC is currently carrying out a Transit Sustainability Project. MTC has defined a “sustainable” transit system as one that is:
    - In customer terms: Accessible, user-friendly and has a coordinated network (i.e., a “sustainable” system is also an “integrated” system)
    - In financial terms: Can cover operating and capital costs with growing fare revenues and reliable funding streams
    - In environmental terms: “Can attract and accommodate new riders, support emissions-reduction goals, and is supported by land use and pricing policies
  - In order to evaluate and issue recommendations to improve the sustainability of the regional transit system, MTC is focusing primarily on three areas:
    - Financial viability
    - Service design and delivery
    - Institutional (decision-making structures)
  - MTC is also taking into account external factors that influence the sustainability of a transit system, including land use and pricing
- Goals and Available Strategies
  - A similar approach to the sustainability of the transit system in Alameda County might take as a starting point the MTC study’s definitions, goals and objectives, as well as the following elements of a sustainable and integrated transit system:
    - A sustainable and integrated system functions seamlessly from the user perspective in terms of fare and schedule coordination; services by different operators may even be made to “feel” like service provided by a single operator using branding and informational tools
    - A sustainable and integrated system avoids delay, in part to serve customers, but also to increase cost-effectiveness
    - A sustainable and integrated system provides service that is reliable
    - A sustainable and integrated system consists of categories of service designed to serve well-defined markets and land use contexts
    - A sustainable and integrated system is integrated with the broader transportation system and with other modes
  - Possible Strategies Include:
    - Capital projects that might reduce or control transit operations costs
    - Alternative Transit Service Delivery Models
    - Americans with Disabilities Act (ADA) Paratransit: Alternative service delivery models that can meet ADA service requirements in a more financially sustainable way without degrading service quality
- Case Studies
  - Organizational integration: European “*verkehrsverbund*,” or regional organizations responsible for coordinating fares, schedules and branding among multiple transit operators.

- Examples of “supplemental” local transit service provided by public or private entities: Los Angeles DASH, Boulder CTN, Bay Area examples (Emery Go-Round, Oakland “B”, Palo Alto shuttles, Microsoft)
- Alternative demand-responsive models
  - Paratransit Case Study (under development)
- Challenges
  - MTC identified four primary sources of challenge in current system:
    - Financial viability
    - Service design and delivery
    - Institutional (decision-making structures)
    - Land use patterns and pricing, including tolls and parking rates
  - Which translate into: Specific challenges include:
    - Many operators: Highly varied service structures, fare structures
    - Diverse user groups and user needs: e.g. transit dependent and choice riders
    - Lack of fare and schedule integration and physical connectivity, e.g., lack of seamless transfer, long wait times for connections.
- Strategic Investment Opportunities
  - Is there a role for the County in ensuring that services provided by different operators are integrated in terms of fares, schedules, and passenger information?
  - How might local shuttle services supplementing regional trunk or feeder service be funded?
  - Do opportunities exist for private entities to provide supplemental service?
- Conclusions and Next Steps
  - Is there additional planning or research that needs to be done to help define a program in this area?

## Issue Paper #4: Transportation Demand Management and Parking Management

- Introduction: What are Transportation Demand Management (TDM) and Parking Demand Management (PDM)? (Brief since already well described in Briefing Book)
- Goals and Available Strategies
  - Leveraging existing transit investments/making transit service more cost-effective, for example through universal transit pass programs
  - Parking management as congestion management
  - Leveraging existing infrastructure, for example high-occupancy vehicle (HOV) lanes
  - Incentivizing trip-reduction through workplace-based strategies (e.g. guaranteed ride home, programs to encourage walking and biking, and travel choice programs)
  - There are areas where TDM and PDM strategies can be especially effective, and where a TDM/PDM “gap” might exist:
    - Mitigating heavily peaked roadway congestion, such as for major events such as festivals, parades or sport events
    - Incentive trip reduction through school programs
- Case Studies
  - Regional role in local TDM efforts: MTC TOD Policy, National Capital Region Transportation Planning Board Technical Assistance Program
  - TDM Conditions of Approval: Library Gardens or Brower Center (Berkeley)
  - Managing demand for both curbside and roadway space through market-based pricing: SFpark
- Challenges
  - Cities in Alameda County should consider deploying PDM or more coordinated TDM strategies. Is there a role for the County (such as technical assistance, monitoring, or funding)?
  - Private entities are largely in charge of TDM, how can cities and the County leverage/incentivize TDM?
  - How can we determine which parking management strategies are appropriate to different transit and land use contexts?
- Strategic Investment Opportunities
  - What would a Countywide parking management strategy look like?
  - Is there a role for the County in developing more robust employer-based trip reduction strategies?
  - How can the CWTP incentivize local jurisdictions who control parking in their areas to incorporate best practices in parking management in their communities?
- Conclusions and Next Steps
  - Is there additional planning or research that needs to be done to help define a program in this area?

## Issue Paper #5: Goods Movement

- Introduction: Why Goods Movement Matters on a County-Wide Level

Short introduction defining goals of this section and terms used. Recognize work already done by MTC on the Regional Goods Movement Study and by Alameda CTC in the Truck Parking Location and Feasibility Study. Describe some of the main benefits from goods movement-related businesses and activities in Alameda County, articulating why these are important.

- Information to include:

- Goods movement is derived from demand. It doesn't exist by itself- it exists to carry goods and services to people and industries that need them via truck, rail and air modes.
- Goods movement-related business provides a great deal of regional employment (e.g. the Port of Oakland creates 7,683 jobs- of which 50% are Alameda County residents). Numerous other businesses are also significant truck freight generators, such as Safeway, UPS, and FedEx.
- Goods movement-related industries contribute millions of dollars in taxes to the counties in which they are located. An estimate of Alameda County's contribution will be isolated to the extent possible.
- Though there are many positive impacts of freight movement, there are also negative impacts. Safety, air quality, congestion, and environmental justice issues currently exist throughout Alameda County. If not addressed by targeted strategies, these issues will be exacerbated with projected population and business growth in the future.
- However, there are ways to maximize the efficiency of the freight system while at the same time minimizing the negative impacts.

- Goals & Available Strategies: The Ideal Freight System

- The ideal Alameda County freight system will be described, including:

- Identification of infrastructure and operational features the system should include. Are there specific technological system needs?
- Identification of any best practices that are currently being implemented in the County and those that can be emulated.
- Identification of markets the system could serve, locally and internationally.

- Case Studies:

- Provide two to three examples of successful and innovative approaches to improving/maximizing goods movement in Alameda County.

- Truck Parking Solutions
- Virtual Weigh Stations
- Others to be identified

- Challenges: Defining Today's System- Existing Facilities and Gaps

- What are the existing challenges and barriers to implementation?

- This will briefly define the elements of the goods movement system that tend to be dominated by local industries and consumers. This system will be briefly defined (drawing on work from the 2004 and 2008 MTC studies, the Alameda CTC Truck Parking Location and Feasibility Study and others). Information to include:

- Industrial land use changes to higher, more profitable uses.
- High fuel prices compared to neighboring states
- Local business practices
- Where are the gaps/most salient needs in the locally-serving system?
  - What are some identified gaps in the locally-serving system? Include ones that are partially planned or funded. Some gaps / problems that will be featured related to the multimodal freight system include:
    - Illegal truck parking (which is being partially addressed through the army base redevelopment process, and has recommendations outlined in 2008 Alameda CTC's truck parking study),
    - Truck congestion on key corridors,
    - Need to define local truck route system,
    - Truck diversion to smaller routes /roads not suitable for truck passage,
    - Truck safety concerns,
    - Rail at-grade crossing safety concerns,
    - Truck and rail access to major water port and airport facilities, and
    - Localized air quality concerns- in particular around major freight generators like the Port of Oakland and major travel corridors such as I-580 and I-880.
- What parts of the freight transportation system support national and international trade?
  - This will define the elements of the goods movement system that tend to be dominated by national and international freight movement. This will include key freight corridors as defined in the MTC 2004 Goods Movement corridors truck parking study and other efforts that separated commodities into domestic vs. international.
- Where are the gaps/most salient needs in the national and international system?
  - A discussion of known, identified gaps / problems and some discussion of why they matter to the County.
  - Capacity constraints at the Port of Oakland Marine and air cargo facilities,
  - Constraints and bottlenecks on the main corridors used for “through freight”. This includes the Class I rail lines and yards, I-580 and I-80 / I-880 hotspots, and
  - Others
- Strategic Investment Opportunities: Recommendations to Address System Needs
  - Infrastructure Recommendations
    - What are the recommended infrastructure enhancements to support local, regional, national and international goods movement? This will be drawn from existing reports, studies, and published updates, including the 2004 MTC Goods Movement Project, Port of Oakland capital improvement program, TCIF project applications, 2008 Alameda CTC Truck Parking Location and Feasibility Study and other documents.
  - Policy and Institutional Recommendations
    - What are the recommended policy and institutional recommendations to support local, regional, national and international goods movement?

- Are the Alameda CTC truck parking facility and location study recommendations sufficiently supported in current policy? Are local jurisdictions, trucking companies, Alameda CTC, Caltrans and others following through with implementation actions?
- Is the existing clean trucks program sufficiently supported by existing policies / programs?
- How should the County approach the issue of conflicting land uses and industrial uses converting to higher intensive uses (i.e. industrial land abutting residential land, etc.)? Should it consider creating industrial site design guidelines aimed at industrial site developers? Should it create policies to try and preserve its existing goods movement–related land?
- Is our rail system sustainable for goods movement? What about conflicts or coordination with passenger rail & proposed trails?
- Funding opportunities
- **Conclusions and Next Steps**
  - Is there additional planning or additional research that needs to be done to help define a program in this area?
  - What other conclusions can be drawn regarding today’s freight system, its needs, and the potential to address those needs.

## Issue Paper #6: Innovative Funding Opportunities

- Introduction: Why is our current funding situation so challenging?
  - A brief history of transportation funding in Alameda County (including sales tax, bridge tolls, developer fees, Vehicle Registration Fee, etc)
  - Transit operators rely heavily on sources that can fluctuate, such as sales taxes and parcel taxes
  - Federal and state funding has proven similarly unreliable in recent years
  - Volatility in funding affects transit, roads, highways, and all other transportation investments
  - User fees such as tolls can be politically controversial, but their use has been growing
  - Current pots of money are highly constrained in terms of allowable uses
  - Use of the transportation system is rising and therefore so is the cost of maintaining and operating the system
- Goals and Available Strategies
  - Due to these challenges, innovative funding mechanisms have arisen
  - Collaboration and partnership is becoming a necessity, giving rise to public/private partnerships such as Transportation Management Association (TMA) and Business Improvement District (BID) funding of transit services
  - Capturing the full value of public investment through value capture of private benefits, such as increased land values or profits for retail businesses driven by improved transit access
  - Expanding the scope of user fees to ensure motorists pay more directly for road and parking space, e.g. VMT tax and pay-as-you-go insurance (thus providing additional revenues for transportation improvements)
- Case Studies: National/international examples of innovative funding opportunities that could be applicable to Alameda County
  - Value-capture from private development (Portland Streetcar, Emery Go-Round, San Leandro Links)
  - Tax revenue-backed loans: Los Angeles 30/10 Initiative
  - User fees: Oregon VMT tax pilot; King County, Washington employer based TDM program
- Challenges
  - Some measures cannot be implemented at County level/may require State legislation
  - Private parties may not have motive to enter into partnership/may resist measures related to value capture
  - Political/public opposition to user fees
- Strategic Investment Opportunities
  - How should CWTP incorporate and encourage and advocate for these new funding mechanisms
- Strategic Coordination and Advocacy



- Are there additional areas or methods of coordination and/or advocacy that could be used to expand transportation funding
- Conclusions and Next Steps
  - Is there additional planning or research that needs to be done to help define a program in this area?

*This page intentionally left blank.*



## MEMORANDUM

**DATE:** March 24, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT: Issue Paper Comments**

### Recommendation

This is an information item only. Attached are comments made by CAWG and TAWG during their March committee meetings on the topics for Transportation Issues Papers. The Transportation Issues papers will include case studies and background information on key issues for the CWTP and TEP. They are intended to provide a framework on how to approach transportation in the Plans.

### Issue Paper Comments

#### CAWG, March 3, 2011

##### *Issue Paper 1: Sustainability Principles*

- Include health – public health as case studies
- Consider the Robert Wood Johnson Foundation as a case study
- Alameda County case studies
  - Fruitvale Village
  - Hayward TOD

##### *Issue Paper 2: Land Use and Countywide Transportation Plan*

- Include analysis on what the true cost of free parking is
- Consider parking revenue to offset transit costs
- Include case studies of cities that have used parking pricing
- Alameda County cities could serve as pilot programs

##### *Issue Paper 3: Transit Integration and Sustainability*

- Address air quality issues with regard to infill development
- When addressing transit sustainability, include faster, speedier transit services

*In general address the following in the Issues Papers:*

- Transportation investments to support existing and promote new affordable housing as well as connectivity in neighborhoods and to jobs
- Identify where partnerships of various jurisdictions could support sharing resources
- Review and possibly use as a case study, the Victoria Transport Policy Institute (VTPI) study regarding increasing transit funding and how this investment in transit provided increased effectiveness
- Sustainability – Portland and Vancouver as example case studies
- What is the impact of redevelopment funding shortfall or elimination on transit improvements
- Redevelopment in underdeveloped areas, this is an emerging financing and funding issue, as well as an equity issue, if people are displaced
- Include design guidelines policy
- Address the need for street furniture
  - Racks (papers)
  - Benches
  - Loading points for bikes
  - Focus on configuring streets to meet transit user needs
  - Apply context sensitive solutions
- Develop guidelines for public rights of way
- Identify other funding options
  - Vehicle registration fees
  - Innovative strategies
  - Gas tax
  - Pricing
  - Private partnerships
  - Impact fees
- Free Transit Downtown
  - Parking restrictions (coupled with free transit)
  - Park and ride schemes
- Street Parking should not be free
  - Parking Management
- Goods Movement Issues
  - Private operation rules
  - Better access – try to avoid delivery trucks occupying bus stops
  - Truck route enforcement
  - Local street loading
    - Double parking issues
    - Enforcement or plan for adequate loading zone
  - Could be part of complete streets
- Provide links (web) to National Cooperative Highway Research Program (NCHRP) documents from sustainability white papers

## **TAWG**

March 10, 2011

- Add Transportation System Management and include pricing as a way to manage congestion.
- Provide examples of best practices for each of the key transportation issues and use local examples when possible.

*This page intentionally left blank.*



## MEMORANDUM

**DATE:** March 17, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT:** **Review of the Call for Projects and Programs for the Countywide and Regional Transportation Plans**

### Recommendation

Staff recommends that the Commission review and provide feedback on potential projects and programs for inclusion in the countywide and regional transportation plans. A preliminary list of potential projects and programs is found in Attachment A. This list will serve as preliminary guide to understand the realm of potential projects and programs that may be submitted in response to the Call for Projects and Programs for both Plans, as well as to help identify those that should be submitted by Alameda CTC for inclusion in the Regional Transportation Plan (RTP). Information about project and program suggestions that have been provided at the Commission retreat in December, through the CAWG and TAWG meetings, outreach efforts throughout the County as of March 9, 2011, and the 2008 Countywide Transportation Plan are summarized in Attachment A. ACTAC and TAWG were informed at their March 2011 meetings of the preliminary list and were asked to review and submit comments to Alameda CTC by March 18, 2011 about which projects they intend to sponsor. The preliminary list of projects and programs was also sent to the Community Advisory Working Group for their review and input.

### Summary

The Alameda CTC is concurrently working on the update of the CWTP and development of a new TEP, both of which will inform the RTP and Sustainable Community Strategy (SCS). The county-level plans development is in sync with the regional efforts and this memo details the process for administering the MTC-directed call for projects in Alameda County, which has been delegated to the CMAs to implement. The MTC-directed Call for Projects for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy (SCS) was released to Bay Area Congestion Management Agencies (CMA) on February 14, 2011 and delegated significant outreach, review and evaluation requirements to the CMAs (Attachment B). The Alameda CTC process for implementing the call for projects and programs was approved by the Commission on February 24, 2011, and the Call was released in Alameda County

immediately thereafter. MTC's on-line application for project and program submissions became available on March 1, 2011, and the Alameda CTC issued access codes for the on-line application to all jurisdictions.

This call for projects and programs will also be used to support the update of the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP), which may be placed on the November 2012 ballot.

The remainder of this memo summarizes how Alameda CTC will meet the requirements of MTC's Call for Projects and details how project and program submissions will be sought, evaluated, approved and submitted to MTC by the April 29, 2011 deadline. It also presents supporting information in terms of programs and projects for consideration in the submittal of countywide and regional applications and seeks early feedback from the jurisdictions about which projects and programs they intend to submit applications for.

The Alameda CTC schedule is included in Table 1 and requires that Alameda County jurisdictions submit projects and programs to the Alameda CTC, using the MTC web-based application, by no later than April 12, 2011. This due date is necessary to allow the Alameda CTC to perform the required evaluations and to package a draft list for submission to MTC by April 29, 2011. The submittal will occur in two steps. The Alameda CTC will submit a draft list that meets the \$11.76 Billion county-share allocation by the April deadline followed by a final list in May. This is to ensure that the proposed list of projects and programs is presented for comment to all Alameda CTC committees, including the Alameda County Technical Advisory Committee (ACTAC), the CWTP-TEP Community and Technical Advisory Working Groups, the CWTP-TEP Steering Committee, the Planning, Policy and Legislation Committee, a public hearing, and adoption of a final list by the full Commission on May 26, 2011.

### **Discussion**

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

- Development of performance goals and targets (*adopted January 2011*)
- Development of an Initial Vision Scenario, which takes the currently planned land use in the nine-county region adds housing and employment to address the projected population that must be accommodated in the region as required by SB 375 and overlays the Transportation 2035 RTP transportation system with some augmented services (*to be released March 11, 2011*)
- A call for projects (*released February 14, 2011 to the CMAs and a web based application available March 1, 2011*) for potential projects and programs.
- A performance assessment of projects and programs submitted during the Call for Projects from which projects for the Detailed SCS Scenarios will be selected (*May through July 2011*)



- Development and evaluation of Detailed SCS scenarios using information from the Initial Vision Scenario and the selected projects resulting from the performance assessment (*July through September 2011*).
- After further evaluation and repackaging on how detailed scenarios are meeting goals, a Preferred SCS will be developed and adopted and will be included in the environmental impact report review with the RTP (*adoption expected January/February 2012*)
- Adoption of a Final SCS/RTP (*April 2013*)

### Call for Projects

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

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

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

- Issue Call for Projects Letter to CMAs February 14, 2011
- Open Online Project Application Form for Use by CMAs/ Project Sponsors: March 1, 2011
- Close of Project Submittal Period April 29, 2011 (See Table 1 for Alameda CTC's submission deadline of April 12, 2011)
- MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios: May through July 2011

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

#### 1. Public Involvement and Outreach:

- Conduct countywide outreach to stakeholders and the public to solicit project ideas.**  
*The Alameda CTC has adopted a public involvement strategy for the development of the CWTP-TEP, which includes informing stakeholders and the public about the call for projects and seeking public comment on project and program ideas. This effort will be done through its technical and community advisory working groups, as well as through targeted countywide outreach that seeks feedback on potential projects and programs*

*using a specifically designed Toolkit and questionnaire, which will be used at meetings and will also be placed on the Alameda CTC webpage. This outreach effort is broad-based, addresses language and access needs, and will be conducted throughout the county. Information about the call, submission processes and decision-making timelines are included on the agency website. Five public meetings are being held in each area of the County to also share information and solicit project and program feedback. These include the following 2011 dates, times and locations:*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Support the goals and performance targets of the RTP/SCS (adopted by MTC)
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned development such as new retail malls, sports complexes, etc., or major transportation terminals as well as most terminals themselves.)
- Support focused growth by serving existing housing and employment centers – FOCUS Priority Development Areas

- o Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, climate action plans, etc.)

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

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

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

Table 1 describes the timeline for the countywide and regional transportation plan project and program solicitation, submission, evaluation, approvals and delivery to MTC.

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

Alameda CTC: CWTP-TEP Process Timeline		MTC/ABAG: SCS-RTP Process Timeline	
Activity	Date	Activity	Date
Update on Call for Projects	ACTAC: 2/1 CAWG: 2/3 TAWG: 2/10 SC: 2/24	Official Call for Projects Release to CMAs	February 14
Alameda CTC Issues Call for Projects Guidance and Schedule	February 25		
Alameda CTC issues access codes to Alameda County jurisdictions	March 1	MTC Web Based Application Available	March 1
MTC Training on on-line Application	March	Define Project Performance Assessment Methodology	Through April
Update on Call for Projects	ACTAC: 3/1 CAWG: 3/3 TAWG: 3/10 PPLC/PPC: 3/14 SC: 3/24	Release Initial Vision Scenario	March 11. Seek stakeholder feedback through end of April
Sponsor Submittals to Alameda CTC	April 12, 5 p.m.		
Alameda CTC preliminary evaluations	April 12-21		

Mailout of Draft list to Steering Committee	April 21			
Steering Committee Meeting/Approval of DRAFT project/program list	April 28			
Submission of draft list to MTC	Friday, April 29			
Mailout of draft list to Alameda CTC Committees and Working Groups: ACTAC, CAWG, TAWG, PPLC and PPC	May 2			
Advisory Committee meetings discussion of draft list	ACTAC: 5/3 CAWG: 5/5 TAWG: 5/12		Adopt Project Performance Methodology	April 27
Revised list submitted to PPLC, PPC	May 6 (via email)			
PPLC/PPC Review final draft list	May 9			
Alameda CTC additional evaluation	May 10-19			
Steering Committee Mailout	May 19			
Steering Committee Meeting/Public Hearing/ Recommendation of final list to full Alameda CTC Commission for approval of project/program list	May 26			
Alameda CTC Commission Approval of Final project/program list	May 26			
Submission of list to MTC	Friday, May 27		MTC Project Performance Evaluation and Selection Process for Projects for Detailed SCS Scenarios	May – July

**Fiscal Impact**

There is no fiscal impact at this time.

**Attachments**

- Attachment A: Preliminary list of potential programs and a summary of currently adopted 2008 CWTP projects
- Attachment B: MTC Call for Projects
- Attachment C: Letter to MTC - Comments on RTP/SCS Goals and Performance Targets

*This page intentionally left blank.*



## MEMORANDUM

**DATE:** March 15, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT: Call for Projects: Supporting Information for the Project and Programs Call For Project Application Process**

In order to facilitate the Call for Projects process, Alameda CTC staff has assembled supporting information to help in the submittal of applications. Attached you will find:

- Attachment A1 List of Projects and Programs identified through the CWTP-TEP process to date including through the Board Retreat, CAWG, TAWG, Steering Committee, Public Outreach, Alameda CTC Committees and Commission.
- Attachment A2 Preliminary Programmatic Categories identified for the 2012 CWTP-TEP development compared to 2008 CWTP Programmatic Categories and MTC's Program Categories for the RTP.
- Attachment A3. Status update of the projects and programs in the 2008 Countywide Transportation Plan including identifying the completed projects.

This item was presented to TAWG on March 10, 2011 and they were requested to identify by March 18<sup>th</sup> and inform Alameda CTC regarding the projects and programs for which the sponsors will be submitting applications.

Alameda CTC will be reviewing the information and identifying if additional project sponsorship should be considered. The deadline for submitting application is April 12.

**Table 1. Projects and Programs Identified Through the CWTP-TEP Process To Date\***

#	PROJECTS/PROGRAMS	MTC Program Category
	<b>PROGRAMS</b>	
1	Bike trails	1,2
2	Bike access impvmt Fremont Blvd and I-680 @ Automall	2,3
3	Electric trolley buses	26,27,29
4	Bay Trail gap closures	1,2,3
5	East Bay Greenway/ Iron Horse and Bay Trail Completion	1
6	Alameda Creek (trail?) ped/bike bridge UC - Coyote Hills	1
7	Alameda Creeek Trail improvements	2,3
8	Ped/bike local network gap closures	1,2
9	Union City Blvd bikes lanes	1,2
10	Bike lanes	1,2
11	Improve pedestrian/walking infrastructure	2,3
12	Bike lane to San Francisco	1,2
13	Bike/ped overcrossing of I-880 in South County	1,2
14	AC Transit GPS	5
15	NextBus real time info	5
16	Bus stop enhancements (esp low income areas)	4,5
17	Restoration of cancelled bus routes	11,27,28,29
18	Bus enhancements: wifi and cupholders	5
19	Express bus service -extended hrs of service for later work schedules	11
20	Bathrooms on BART	5
21	More BART parking	29,30
22	BART station enhancement - amenities/cleanliness	5
23	ITS	5,13,20,24
24	Complete Streets	13,15
25	Maintenance programs	11,13,24
26	TDM	26,27,28,29
27	511 (improve user-friendliness)	28,29
28	Seniors Transportation (edu/access)	4,5,28
29	Healthy living, walking, bike promotion	2,3,4,28, 29
30	Multi-lingual access/education	4,28,29
31	Bike/walk to transit	2,3,4,5,13,20,28
32	Info for transit transfers	28,29
33	Walk to school promotion	26,27,28, 29
34	Public awareness of transit	26,27,28, 29
35	Free /reduced cost student bus passes	26,27,29
36	Paratransit - tie funding to efficiency	4,5
37	Pre-paid transit supporting TOD/employers	26,27,28, 29
38	Pricing - programs to induce behavior change	26,27,28, 29
39	Parking programs (demand mgmt, pricing, unbundling)	28,29,30
40	Port of Oak - change to 24 hr facility	26,27
41	Address truck impacts on local streets	13,15,24,26,27
42	Safe Routes to School - expansion	26,27,28, 29
43	Traffic calming near schools	13,15,20
44	Crossing guard program	29
45	Freeway Service Patrol	19
46	Bus stop safety/security improvements	2,4,5



#	PROJECTS/PROGRAMS	MTC Program Category
47	School buses	11
48	Shuttles - employer, TOD, local (i.e. Union City FLEA)	11,26,27,29
49	Bikeshare program	26,27,28, 29
50	Bike access on transit	2,5,29
51	Secure funding for transit operations	11
52	Transit ops - reliable/on-time buses	5, 29
53	24 hr operations for BART	11
54	eliminate time of day restrictions for Bikes on BART	29
55	Bus driver training (wheelchair securing)	5
56	Bus driver training - customer service skills	5
57	Transit civility education program	5
58	Increase bus service frequency in South County (1/2 hr)	5, 11, 29
59	Transit connectivity -first and last mile	5, 11, 29
60	Transit connectivity - transfers btw systems	5, 11, 29
61	Support urban growth boundaries	TBD
62	Employer- alternative work shifts	26,27,28, 29
63	Transit agency mergers for efficiency	TBD
64	Guaranteed Ride Home Program	
65	Safe Routs to School	
66	I-880 Operations Improvements	
67	CBTP Projects	
68	Travel Training	
69	Bike Education Training Program	
70	Rehab of Major Arterials, Complete Streets, access to transit, signal synchronization, spot improvements	
71	GHG reduction programs	1,2,3,4,5,11,15,26, 27, 28,29,30
<b>PROJECTS</b>		
72	Dumbarton Rail	
73	Irvington BART station	
74	BART to Livermore/Connect to High Speed Rail	
75	Capitol Corridor stop at Union City	
76	HSR over Altamont	
77	BART extension to San Jose (and around the bay)	
78	BART Bay Fair "Wye"	
79	Northbound HOV Extension on I-880 between I-238 and Hegenberger	
80	Widen Ardenwood near Paseo Padre	
81	Thornton Ave, Peralta (congestion relief/safety)	
82	Niles Canyon Rd (safety improvements)	
83	Fremont @ Peralta grade separation	
84	Decoto Rd (congestion relief/safety)	
85	Grade separation of rail crossings at major roadways	
86	Integrated Corridor Mobility	
87	I-580/I-680 connector/flyover	
88	I-880 HOT lanes	
89	I-580 HOT lanes	
90	I-680 HOT lanes	
91	I-680 NB HOT lanes	
92	Completion of I-580/I-680 HOT lane network	
93	I-880/SR-84 interchange	

#	PROJECTS/PROGRAMS	MTC Program Category
94	I-880 interchange projects	
95	Whipple Rd (I-880 to Central)	
96	Industrial at I-880 NB off-ramp	
97	I-880/I-680 connector/flyover	
98	SR 84 (East County)	
99	I-80 south interchange signage	
100	I-880/Dumbarton interchange (congestion relief/safety)	
101	SR 84/Niles (congestion relief/safety)	
102	I-80 improvements for freeway efficiency	
103	I-680 south of Mission - pavement resurfacing	
104	I-680/Automall (congestion relief/safety)	
105	Goods Movement/Truck technology	
106	East-West Connector	
107	GHG reduction projects	
108	Dedicated contra flow lane on the San Francisco Bay Bridge connecting to Transbay Terminal (AC Transit's study)	
109	Grade separations in the I-880 and I-80 corridors	
110	580/680 Interchange	
111	SR 84 connector between I-580 and I-680, including SR84/I-680 interchange (potentially a toll corridor)	
112	I-880 Express Lane Conversion	
113	Oakland Subdivision rail right-of-way preservation	
114	Express bus service in Express Lane Corridors	
115	I-680 NB HOV/HOT: Alcosta to SR 84	
116	Comprehensive network of alternative fuel stations	
117	Truck Parking Facilities	
118	Second BART Transbay Tube	
119	Truck Bypass in Central County to facilitate Goods Movement	
120	Short Haul Rail improvements to reduce the number of trucks on freeways	
121	Improve 680/Mission Blvd South Interchange	

<b>Table 2 Preliminary 2008 Existing and Proposed 2012 CWTP Program Categories</b>		
<b>#</b>	<b>Category Name</b>	<b>MTC Category #</b>
1	Bicycle/Pedestrian Expansion	1
2	Bicycle/Pedestrian Enhancements	2
3	Bicycle/Pedestrian Facilities Rehabilitation	3
4	Lifeline Transportation	4
5	Transit Enhancements	5
6	Transit O&M	11
7	Local Road Safety	13
	Highway Safety	14
8	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	15
9	Non-Capacity Increasing State Highway Enhancements	16
10	Freeway/Expressway Performance Management	19
11	Non-Capacity Increasing Local Road Rehabilitation	20
12	Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit	21
13	Local Streets and Roads O&M	24
14	Regional Air Quality and Climate Protection Strategies	26
15	Local Air Quality and	27
16	Regional Planning Outreach	28
17	Transportation Demand Management	29
18	Parking Management	30
Attachment A.1. Preliminary CWTP Program Descriptions		
Attachment A.2. MTC Programmatic Categories		

## Preliminary CWTP Program Descriptions

MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Specific Programs in 2008 CWTP	Proposed for CWTP 2012
<p><b>1) Bicycle/Pedestrian Expansion</b> New facilities, expansion of existing bike/pedestrian network</p>	<p><b>Bicycle and Pedestrian Program</b></p>	<p>1) Bicycle and pedestrian projects and programs; 2) Iron Horse Bicycle, Pedestrian and Transit Route, Dublin, 3) Bicycle/Pedestrian Improvements on Stanley Blvd, 4) Albany Bike and Pedestrian Improvements; 5) Berkeley Streetscape and Pedestrian Improvements; Berkeley Bike Plan Implementation; 6) Bike/Pedestrian Improvements on Alamo Canal Trail, 7) 65<sup>th</sup> Street Bike/Pedestrian Bridge at I-80, Phase 1, 8) Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave areas, Piedmont; 9) City of San Leandro Pedestrian and Streetscape Improvements</p>	<p><b>Bicycle and Pedestrian Program</b> Subcategories:</p> <ul style="list-style-type: none"> <li>• Countywide bike plan network</li> <li>• Countywide ped plan network</li> <li>• Class I Multi-use Paths</li> <li>• Bike/Ped bridges</li> <li>• Local Bike/Ped projects (from local plans)</li> </ul>

**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
<p><b>2) Bicycle/Pedestrian Enhancements</b> Enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements</p>	<p><b>Bicycle and Pedestrian Program</b></p>		<p><b>Bicycle and Pedestrian Program</b> Subcategories:</p> <ul style="list-style-type: none"> <li>• Ped access to transit</li> <li>• Bike access to transit</li> <li>• Bike Parking</li> </ul>
<p><b>3) Bicycle/Pedestrian Facilities Rehabilitation</b></p>	<p><b>Bicycle and Pedestrian Program</b></p>		<p><b>Bicycle and Pedestrian Program</b> Maintenance subcategories:</p> <ul style="list-style-type: none"> <li>• Class I Multi-use Paths</li> <li>• Bikeways</li> <li>• Bike Support infrastructure (racks on buses, bike lockers, signage, etc)</li> <li>• Sidewalks</li> <li>• Ped support infrastructure (benches, crosswalk striping, etc)</li> </ul>
<p><b>4) Lifeline Transportation</b> Community Based Transportation Plans projects and programs such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e., bus shelters). Does not include fixed route transit projects)</p>	<p><b>Lifeline Transportation Program, Special Transportation Program</b></p>	<p><b>Pedestrian and Streetscape Improvements in Cherryland/Ashland</b></p>	<p><b>Community Based Transportation Plan Implementation</b></p>
<p><b>5) Transit enhancements</b></p>	<p><b>Transportation for</b></p>	<p>1) Transit enhancements</p>	<p><b>Transportation and Land Use</b></p>

**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
<p>ADA compliance, mobility and access improvements, passenger shelters, informational kiosks</p>	<p><b>Livable Communities (TLC) Program</b></p>	<p>funded by transit center development funds (Measure B);                  2) Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination;                  3) Ed Roberts Campus at Ashby BART Station (<b>complete?</b>)                  4) Union City Intermodal Station                  5) West End Transit Hub, Alameda                  6) Castro Valley BART TOD                  7) Berkeley TOD Infrastructure                  8) TOD Improvement Plan,                  9) South Hayward BART Transit Village                  10) SMART Growth/TOD – Oakland (Coliseum, MacArthur, W. Oakland), Downtown San Leandro, Bay Fair BART Transit Village,                  11) Union City Intermodal, Phase 2</p>	<p><b>Program (or PDA Program), includes TLC Program Bicycle and Pedestrian Program (including bike/ped access to transit)</b></p>
<p><b>6) Transit operations and</b></p>	<p><b>Mass Transit</b></p>	<p>Telegraph/Internation/E. 14<sup>th</sup></p>	<p><b>TBD</b></p>

**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
<b>maintenance</b> On-going non-capital costs, preventive maintenance		Street BRT; AC Transit maintenance facilities improvements; Transit Priority Measures/Speed Protection	
<b>7) Local road safety</b> Shoulder widening, realignments, non-coordinated signals <b>Highway safety</b> Implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers	<b>Local Transportation (Local Streets and Roads)</b>	Comprehensive City Street Upgrades, Piedmont	<b>Bicycle and Pedestrian Program</b> (bike/ped safety improvements)  <b>TBD</b>
<b>8) Non-capacity increasing local road intersection modifications and channelizations</b> Spot improvements			<b>TBD</b>
<b>9) Non-capacity increasing state highway enhancements</b> Noise attenuation, landscaping, roadside rest areas, sign removal, directional and information signs, soundwalls			<b>TBD</b>

**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
<b>10) Freeway/Expressway Performance Management</b> Non-ITS elements, performance monitoring, corridor studies		Central Alameda County Integrated Corridor Mobility Program (includes adaptive ramp metering); I-80 Integrated Corridor Mobility Project	<b>TBD</b>
<b>11) Non-capacity increasing local road rehabilitation</b> Pavement resurfacing, skid treatments			<b>TBD</b>
<b>12) Non-capacity increasing local bridge rehabilitation/replacement/retrofit</b>		Estuary bridges seismic retrofit and repair; Fruitvale Avenue Roadway Bridge Seismic Retrofit; Fruitvale Avenue Rail Bridge Seismic Retrofit	<b>TBD</b>
<b>13) Local streets and roads operations and maintenance</b> Ongoing non-capital costs, routine maintenance	Local roads (local streets and roads)	Citywide ITS (Where does this go?)	<b>TBD</b>
<b>14) Regional Air Quality and Climate Protection Strategies</b> Outreach programs and non-capacity projects specifically targeting regional air quality and			<b>TBD</b>



**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
climate protection strategies <b>15) Local Air Quality and Climate Protection Strategies</b> Outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies	<b>Guaranteed Ride Home</b> (other TFCA programs), <b>Transportation and Land Use Program</b> , <b>Transit Center Development, Special Transportation, Bicycle and Pedestrian Program</b>	Transit enhancements funded by transit center development funds (Measure B)	<b>TBD</b>
<b>16) Regional Planning and Outreach</b> Regionwide planning, marketing and outreach	<b>Transportation and Land Use Program</b> , <b>Transit Center Development</b>		
<b>17) Transportation Demand Management</b>	<b>Guaranteed Ride Home</b> , <b>Safe Routes to School, Travel Choice Program</b>		<b>Transportation Demand Management</b> Including Guaranteed Ride Home, Safe Routes to School, Travel Choice, Walk/Bike Promotions
<b>18) Parking Management</b> Parking cash out, variable pricing, etc.		Berkeley Parking Pricing Program	<b>Parking Management</b>
<b>Potential New Categories for MTC</b>			
<b>Youth Bus Pass</b>			Separate program category?

**Preliminary CWTP Program Descriptions**

<b>MTC Program Category &amp; Description</b>	<b>Current Alameda CTC Programs</b>	<b>Current Alameda CTC Specific Programs in 2008 CWTP</b>	<b>Proposed for CWTP 2012</b>
			Funding available? TEP pilot program in discrete area?
<b>Goods Movement</b>			Program or Projects?

## Attachment A.2 Programmatic Categories

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

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

Table 3. Status of 2008 CWTP Projects and Programs\*

#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase					Comments/Notes
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete	
<b>PROGRAMS</b>												
1	ACTIA	Transit enhancements funded by transit center development funds	5, 26, 27	Multi	4.8	0.0						on-going program
2	CMA	Central Alameda County Integrated Corridor Mobility Program (includes adaptive ramp metering)	19	PA2	33.5	0.0	X					LATIP (\$32.5M)
3	CMA	Soundwalls	16	Multi	10.0	0.0						STIP (\$10.0M) & LATIP (\$10.0M)
4	CMA/ACTIA	Bicycle and pedestrian projects and programs	1, 2, 3	Multi	305.0	0.0						on going program
5	Dublin	Iron Horse Bicycle, Pedestrian and Transit Route	1, 2, 3	PA4	10.9	0.0			X			MB (\$6.3M)
6	LAVTA	Livermore/Dublin Bus Rapid Transit Project	11	PA4	14.1	0.0				X		
7	Countywide	TOD Improvement Program	1, 2, 3, 4, 5, 15, 26, 27, 28	Multi	30.0	30.0						
8	Countywide	Arterial Performance Initiative Program	19	Multi	15.0	15.0						
9	Hayward	South Hayward BART Transit Village	2, 5, 26, 27	PA2	50.0	5.0						
10	Oakland	Citywide ITS	5, 24	PA1	22.0	22.0						
11	Oakland	SMART Growth/TOD: Transit Villages at BART Stations including but not limited to:	1, 2, 3, 4, 5, 26, 27	PA1	57.0	57.0	X	X				on going program in various stages of development
12	San Leandro	Downtown San Leandro TOD	1, 2, 3, 5, 26, 27	PA2	4.0	4.0			X			\$4.6m from TLC
13	San Leandro	Traffic Signal System Upgrade	13	PA2	2.0	2.0				X		\$200K CMAQ- \$300K TLSP
14	San Leandro	Bay Fair BART Transit Village	1, 2, 3, 5, 26, 27	PA2	4.0	4.0	X					
15	AC Transit	Maintenance Facilities Improvements	11	Multi	16.1	16.1						
16	AC Transit	Transit Priority Measures/Speed Protection (includes Bay Bridge Related Improvements)	5, 19	Multi	120.0	14.8						
17	Alameda County	Pedestrian and Streetscape Improvements in Cherryland/Ashland	1, 2, 3, 4	PA2	17.6	15.0						
18	Alameda County	Bicycle/Pedestrian Improvements on Stanley Blvd	1, 2, 3	PA4	6.0	2.0					X	
19	Alameda/Alameda County	Estuary Bridges Seismic Retrofit and Repair	21	PA1	4.0	1.0		X				
20	Alameda/Alameda County	Fruitvale Avenue Roadway Bridge Seismic Retrofit	21	PA1	8.0	5.0		X				
21	Alameda/Alameda County	Fruitvale Avenue Rail Bridge Seismic Retrofit	21	PA1	2.6	1.0		X				
22	Albany	Bike and Pedestrian Improvements	1, 2, 3, 26, 27, 29	PA1	2.3	2.3						\$1.7M CMAQ in 2010 Black Grant for Buchanan Path
23	Berkeley	Streetscape and Pedestrian Improvements	1, 2, 3, 26, 27, 29	PA1	6.0	6.0						

\* - completed projects are shown in *strikeout and shaded*.

#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase					Comments/Notes	
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete		
24	Berkeley	Bicycle Plan Implementation	1,2,3,27,27,29	PA1	11.0	3.0					X		
25	Berkeley	Berkeley Parking Pricing Program	29,30	PA1	5.0	3.0	X						
26	CMA	Sound Wall Program	16	Multi	10.0	10.0							
27	Piedmont	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas	1,2,3,2,6,27,29	PA1	1.2	1.2							
28	Piedmont	Comprehensive City Street Upgrades	13, 24	PA1	0.5	0.5							
29	San Leandro	City of San Leandro Pedestrian and Streetscape Improvements	1,2,3, 13, 15	PA2	13.3	13.3							Same as San Leandro Downtown TOD
30	Union City	Union City Intermodal, Phase I	1,2,3, 5, 26, 27	PA3	21.0	14.0			X				
31	CMA	I-80 Integrated Corridor Mobility (ICM) Project	19							X			CMA (\$55.3M) TLSP (\$21.4M)
32	Piedmont	Traffic signal on Grand Avenue at Rose Avenue/Atroyo Avenue intersection in Piedmont		PA1	0.3	0.0							Note - is it completed?
33	Alameda	West End Transit Hub		PA1	1.4	1.4	X						
34	Alameda County	Castro Valley BART TOD		PA2	44.0	5.2							
35	Dublin	Bicycle/Pedestrian Improvements on Alamo Canal Trail		PA4	2.6	2.0				X			STIP-TE on-going program
36	ACTHA	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination		Multi	154.6	0.0							
<b>PROJECTS</b>													
37	ACTHA	I-580 on-ramp improvements in Castro Valley		PA2	34.9	0.0						X	
38	ACTHA	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges		PA4	5.5	0.0				X		X	Note - under construction by 2013 W/B segments between Santa Rita and El Charro complete. EB segment between El Charro and Airway in Con. W/B segment between Airway and Fallon in PSE.
39	Alameda	Stargell (formerly Finke) Avenue from Webster Street (SR 260) to 5th Avenue		PA1	48.6	0.0						X	Design-Build contract nearly complete.
40	BART	New West Dublin Presentation-BART Station		PA4	80.0	0.0					X		Contract awarded and NTP issued. Funding Plan includes un-secured sources in PSE.
41	BART	BART-Oakland International Airport Connector		PA1	459.0	0.0					X		
42	Berkeley	Ed Roberts Campus at Ashby BART Station		PA1	43.5	0.0						X	
43	Caltrans	I-880/SR-92 Interchange Improvements		PA2	245.0	0.0						X	

\* - completed projects are shown in *strikeout and shaded*.

#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase					Comments/Notes	
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete		
44	Caltrans	Reconstruct I-880/SR-262 interchange and widen I-880 from SR-262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed flow and 2 HOV lanes)		PA3	486.8	0.0							I-880 Mission Blvd. Interchange Phase 2 deferred into Interchange Completion Project sponsored by Fremont.
45	Caltrans	Widen I-880 for SB HOV lane from Heggenberger Road to Marina Boulevard (reconstruct bridges at Davis Street and Marina Boulevard)		PA1	119.4	0.0			X				Project Development by CMA. CMA (\$94.6M)
46	Caltrans	I-880 Oak Street On ramp reconstruction		PA1	26.7	0.0							
47	Caltrans	Extend HOV lane on I-880 NB from existing HOV terminus at Bay Bridge approach to Maritime on-ramp		PA1	19.0	0.0							
48	Caltrans	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes; auxiliary lanes on I-880 between I-238 and "A" Street		PA2	422.6	0.0						X	
49	Caltrans	SR-84 WB HOV on-ramp from Newark Boulevard		PA3	12.5	0.0	X						Funding moved to another project.
50	Caltrans	SR-84 WB HOV lane extension from Newark Boulevard to I-880.		PA3	44.4	0.0						X	
51	Caltrans/CMA	I-580 Eastbound Truck Climbing Lane		PA4	64.2	0.0			X				TCIF (\$64M)
52	CMA	Widen I-680 for southbound HOV/HOT lane from SR-237 to SR-84 (includes ramp metering and auxiliary lane)		PA3/PA4	230.9	0.0					X		
53	CMA	Widen I-580 for EB and WB HOV and auxiliary lanes from Tassajara Road to Greenville Road		PA4	272.2	0.0				X	X		Note: Separate HOV complete 2/EB AUX/HOT completed 3/580 WB HOT/HOV completed
54	CMA	Extend NB I-880 HOV lanes north from Hacienda		PA2	167.5	0.0	X						EB HOV under construction. LATIP (\$135.5M)
55	CMA	I-580 right-of-way preservation for transit in the I-580 corridor		PA4	123.5	0.0			X				
56	Fremont	SR-262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation)		PA3	56.0	0.0				X			Includes Phase 1B work from I-880 Mission Blvd. interchange project sponsored by Caltrans (ACTA MB project). Construction phase includes un-secured funding
57	Fremont	Infrastructure for future Irvington BART Station		PA3	2.4	0.0			X				
58	Fremont	Kato Road from Warren Avenue to Milmont Drive		PA3	5.4	0.0			X				
59	Fremont	Fremont Boulevard to connect to I-880/Dixon Landing Road		PA3	8.9	0.0	X						
60	Fremont	Washington/Besse Parkway-Grade Separation		PA3	408.6	0.0						X	
64	Hayward	SR-238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial		PA2	116.0	0.0					X		
62	Hayward	I-880 auxiliary lane West A to Winton		PA2	36.5	0.0							LATIP (\$32.5M)
63	Hayward	I-880 auxiliary lane from Whipple Road to Industrial Parkway		PA2	21.9	0.0	X						LATIP (\$19.5M)

\* - completed projects are shown in *strikeout and shaded*.

#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase						Comments/Notes
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete		
64	Hayward	I-880/SR-92 Reliever, Clawiter/Whitesell/SR-92 interchange Phase 2		PA2	58.3	0.0		X					Phase 1 moving, Phase 2 delayed for funding. LATIP (\$52.0M)
65	Hayward	I-880 Industrial Parkway West interchange, Phase 2		PA2	29.2	0.0	X						Same as Phase 1 of Reliever Route
66	Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets		PA2	26.9	0.0		X					
67	LA VTA	Satellite Operations and Maintenance Facility		PA4	7.8	0.0							
68	Livermore	Las Positas Road Connection, Phase 2		PA4	7.3	0.0							
69	Livermore	West Jack London Boulevard Extension		PA4	18.7	0.0							
70	Livermore	4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway		PA4	11.1	0.0							
71	Livermore	I-580/Isabel interchange improvements, Phase 1		PA4	155.9	0.0				X			MB, CMAA, Federal & Local funds
72	Newark	Dumbarton Rail Corridor Project		PA3	301.0	0.0		X					Current cost estimate \$700M
73	Pleasanton	I-580/San Ramon Road/Foothill Road Interchange Improvements		PA4	2.1	0.0			X				
74	Pleasanton	I-680/Bernal Avenue Interchange Improvements		PA4	17.0	0.0			X				Note - is it completed?
75	Port	7th Street Grade Separation		PA1	427.0	0.0							TCIF (\$110.0M)
76	Port	Outer Harbor Intermodal Terminal (OHIT)		PA1	220.0	0.0	X						TCIF (\$132.0M)
77	Port	Martinez Subdivision		PA1	215.0	0.0	X						TCIF (\$17.5M)
78	San Leandro	Washington Avenue/Benitez-Street Interchange Improvements		PA2	26.5	0.0					X		
79	San Leandro	I-880/Marina Boulevard Interchange		PA1	36.1	0.0			X				Partially included with I-880 SB HOV project LATIP (\$24.4M)
80	San Leandro	I-880/Davis Street I interchange		PA1	24.4	0.0			X				Partially included with I-880 SB HOV project LATIP (\$11.0M)
81	Union City	Union City Intermodal Station (Phase 1)	2, 5, 26, 27	PA3	40.0	0.0					X		Show 02 as committed
82	WETA	Berkeley/Albany to San Francisco ferry service		PA1	56.6	0.0	X						
83	WETA	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service		PA1	21.5	0.0							
84	AC Transit	Telegraph/International/E. 14th Street BRT		Multi	250.0	74.0		X					
85	BART	Warm Springs Extension		PA3	890.0	144.0					X		Project split into Subway and LTSS contracts. Subway more than 50% complete - fully funded LTSS proposals/bids due late January
86	Berkeley	TOD Infrastructure		PA1	5.2	5.0							NOTE - Add HOV per #50
87	CMA	I-580 Corridor Improvements; I-580 HOT Lanes from Greenville Road west to I-680		PA4	35.0	29.0							

\* - completed projects are shown in *strikeout and shaded*.

#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase							
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete	Comments/Notes		
88	CMA	I-580 Corridor Improvements; I-580 WB Auxiliary Lane from 1st St to Isabel		PA4	10.0	10.0								
89	AC Transit	Additional buses for Frequent Service Transit Network		Multi	22.0	22.0								
90	AC Transit	Grand/MacArthur BRT		PA1	41.0	30.0	X							
94	AC Transit	Transfer Center at or near Chabot College		PA2	2.0	2.0								
92	ACTIA	SR-84 Expressway widening, Jack London to Vallecitos		PA4	129.6	15.0								
93	Alameda County	Crow Canyon Road Safety Improvements		PA2	14.5	11.0	X							
94	Alameda County	East Levee/Boulevard Roadway Improvements		PA2	11.7	9.9				X				
95	Alameda County	Vasco Road Safety Improvements Phase II		PA4	13.2	10.0								
96	Alameda/Caltrans	I-880 Broadway/Jackson Phase I		PA1	26.0	17.2	X							No R/W or Con funding identified
97	BART	Station Capacity Projects		Multi	32.5	32.5	X							
98	BART	Station Access Projects		Multi	26.5	26.5	X							
99	Berkeley	Gilman I-80 interchange improvements		PA1	7.0	5.5			X					
100	Berkeley	Asby I-80 interchange/Aquatic Park Access Improvements		PA1	2.0	2.0								
101	Berkeley	Railroad Crossing Improvements, Phase I		PA1	2.0	2.0			X					
102	Caltrans	Truck Parking facilities in North County		PA1	5.0	5.0								
103	Caltrans	I-880 North Improvements; I-880 SB and 66th/Hegenberger auxiliary Lanes		PA1	5.0	5.0								
104	Dublin	Dublin interchange improvements, (Hacienda & Fallon Road) Ph II		PA4	37.6	16.0	X							
105	Dublin/Livermore/Pleasanton	Project Development for I-580/680 Connector		PA4	15.0	15.0				X				
106	Emeryville	65th Street Bike / Pedestrian Bridge at I-80, Phase I		PA1	3.7	3.5								
107	Emeryville	I-80 Eastbound off-ramp at Powell Street		PA1	1.8	1.5								
108	Fremont	SR-262 Mission Blvd Improvements		PA3	10.0	10.0								Includes ACTIA No. 22 - Cross-Connector Study
109	Fremont	Autumn Parkway Intersection Improvements between I-880 and I-680		PA3	42.0	9.0								
110	Hayward	I-880 West A Street interchange		PA2	27.0	27.0								LATIP (\$27.0M)
111	Hayward	I-880 Industrial Parkway interchange, Phase 1		PA2	14.7	14.7								LATIP (\$41.0M)
112	Livermore	I-580/First St. interchange Improve to ultimate configuration		PA4	37.0	4.0								
113	Livermore	I-580/Vasco interchange Improve to ultimate configuration		PA4	55.0	4.0								

\* - completed projects are shown in *strikeout and shaded*.



#	Sponsor	Project Title	Program Category	2008 CWTP Information			Current Project Phase					Comments/Notes	
				Planning Area	Cost Estimate (\$ x Million)	Funding Request (\$ x Million)	Planning /Scoping	PE/Env	PS&E	Con	Closeout/ Complete		
114	Livermore	Isabel Avenue/I-580 interchange Phase II		PA4	28.0	4.0					X		
115	Livermore	I-580/Greenville Road interchange improvements		PA4	43.0	4.0							
116	Newark	Central Avenue Railroad Overpass		PA3	18.3	12.6							
117	Oakland	I-880 improvement program including 42nd and High Access Improvements		PA1	24.9	19.0					X		
118	Oakland	SR-24 /Caldecott Tunnel Enhancements		PA1	8.0	6.0							
119	Pleasanton	PSR Development for SR-84 Widening-Pigeon Pass to I-680		PA4	2.3	2.3	X						
120	Port	North Airport Air Cargo Access Road Improvements, Phase 1		PA1	10.0	5.0							Note - is it completed?
121	San Leandro	E. 14th St at the Hesperian Blvd/I50th Avenue.		PA2	3.4	2.0				X			
122	Union City	ACTA East West Connector (formerly SR84) between Mission Boulevard in Union City and I-880 in Fremont		PA3	160.2	9.6				X			Current cost estimate more than \$200M
123	CMAA Caltrans	I-880/23rd/29th Interchange		PA1						X			TCIF (\$73.0M)
124		NB 238/880 Connector		PA2									LATIP (\$31.0M)
125		I-880/Washington Interchange		PA2									LATIP (\$31.0M)
126		I-880/Whipple Interchange		PA2									LATIP (\$13.5M)
127		I-880/West Winton Interchange		PA2									LATIP (\$25.0M)
128		SR 92/Industrial Interchange		PA2									LATIP (\$6.0M)
129		I-580/Strobridge Interchange.		PA2									LATIP (\$21.0M)

*This page intentionally left blank*



**Steering Committee Meeting 03/24/11**  
METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
**Attachment 08B**  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

February 14, 2011

*Scott Haggerty, Chair*  
Alameda County

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

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

*Tom Bates*  
Cities of Alameda County

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

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

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

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

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Jon Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Sperling*  
Solano County and Cities

*Amy Rein Worth*  
Cities of Contra Costa County

*Vacancy*  
City and County of San Francisco

*Steve Heminger*  
Executive Director

*Ann Fleder*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

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

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

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

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

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

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

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

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

Sincerely,



Ann Flemer  
Deputy Executive Director, Policy

AF: GC

J:\PROJECT\2013 RTP\_SCS\Call for Projects\Final Version\Call for Projects Letters\Call for Projects Letter.doc

Attachments:

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

## **Attachment A Call for Projects Guidance**

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

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

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

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

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

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

## 2. Agency Coordination

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

## 3. Title VI Responsibilities

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

#### 4. County Target Budgets

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

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

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

#### 5. Cost Estimation Review

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

#### 6. General Project Criteria

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

major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).

- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).

- ***Assess how well the project meets basic criteria***

Project sponsors are welcome to use MTC’s qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

**7. Programmatic Categories**

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

**Timeline**

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

J:\PROJECT\2013 RTP\_SCS\Call for Projects\Final Version\Attachment A - Guidance.doc



## Attachment A.1 RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><b><u>Climate Protection</u></b> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%
<p><b><u>Adequate Housing</u></b> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident
<p><b><u>Healthy &amp; Safe Communities</u></b> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> <li>○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> <li>● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%</li> <li>● Reduce coarse particulate emissions (PM10) by 30%</li> <li>● Achieve greater reductions in highly impacted areas</li> </ul> </li> </ul> <p style="margin-left: 40px;">Associated Indicators</p> <ul style="list-style-type: none"> <li>● Incidence of asthma attributable to particulate emissions</li> <li>● Diesel particulate emissions</li> </ul> <ul style="list-style-type: none"> <li>○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)</li> <li>○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)</li> </ul>
<p><b><u>Open Space &amp; Agricultural Preservation</u></b> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> <li>● Scenarios will be compared to 2010 urban footprint</li> </ul>

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

## **Attachment A.2 Programmatic Categories**

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

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

*This page intentionally left blank.*

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

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

*This page intentionally left blank.*

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

Naomi Armenta  
Representing the Disabled Community of  
Alameda County  
[narmenta@actia2022.com](mailto:narmenta@actia2022.com)

Cathleen Baker  
Representing the Low-Income Community of  
San Mateo County  
[cabaker@co.sanmateo.ca.us](mailto:cabaker@co.sanmateo.ca.us)

Paul S. Branson  
Representing the Senior Community of Marin  
County  
[kayak707@gmail.com](mailto:kayak707@gmail.com)

Richard L. Burnett  
Representing the Disabled Community of  
Solano County  
[burnett.richardl@gmail.com](mailto:burnett.richardl@gmail.com)

Joanne Busenbark  
Representing the Senior Community of Napa  
County  
[joannbusenbark@sbcglobal.net](mailto:joannbusenbark@sbcglobal.net)

Carlos Castellanos  
Economy Representative  
[carlosc@ebaldc.com](mailto:carlosc@ebaldc.com)

Bena Chang  
Economy Representative  
[bchang@svlg.net](mailto:bchang@svlg.net)

Wilbert Din  
Representing the Minority Community of San  
Francisco  
[wil\\_din@yahoo.com](mailto:wil_din@yahoo.com)

Richard Hedges  
Economy Representative  
[hedghogg@ix.netcom.com](mailto:hedghogg@ix.netcom.com)

Allison Hughes  
Representing the Disabled Community of San  
Francisco

[allisonh@rdtsi.com](mailto:allisonh@rdtsi.com)

Dolores Jaquez  
Representing the Senior Community of  
Sonoma  
[doloresjaquez@yahoo.com](mailto:doloresjaquez@yahoo.com)

Randi Kinman  
Representing the Low-Income Community of  
Santa Clara County  
[randikinman@yahoo.com](mailto:randikinman@yahoo.com)

Federico Lopez  
Representing the Disabled Community of  
Contra Costa County  
[fwlopez@comcast.net](mailto:fwlopez@comcast.net)

Marshall Loring  
Representing the Senior Community of San  
Mateo County  
[cmarsh.L@att.net](mailto:cmarsh.L@att.net)

Evelina Molina  
Representing the Low-Income Community of  
Sonoma County  
[youthgreenjobs@gmail.com](mailto:youthgreenjobs@gmail.com)

Cheryl O'Connor  
Economy Representative  
[coconnor@hbanc.org](mailto:coconnor@hbanc.org)

Kendal Oku  
Representing the Minority Community of  
Marin County  
[kandpoku@gmail.com](mailto:kandpoku@gmail.com)

Lori Reese-Brown  
Representing the Minority Community of  
Solano County  
[Bro7L@aol.com](mailto:Bro7L@aol.com)

Gerald Rico  
Representing the Minority Community of  
Napa County  
[ricochip@sbcglobal.net](mailto:ricochip@sbcglobal.net)

Frank Robertson  
Representing the Minority Community of  
Contra Costa County  
[bostonlegacy@comcast.net](mailto:bostonlegacy@comcast.net)

Linda Jeffery Sailors  
Economy Representative  
[madammayor@comcast.net](mailto:madammayor@comcast.net)

Dolly Sandoval  
Representing the Senior Community of Santa  
Clara County  
[dolly@dollysandoval.com](mailto:dolly@dollysandoval.com)

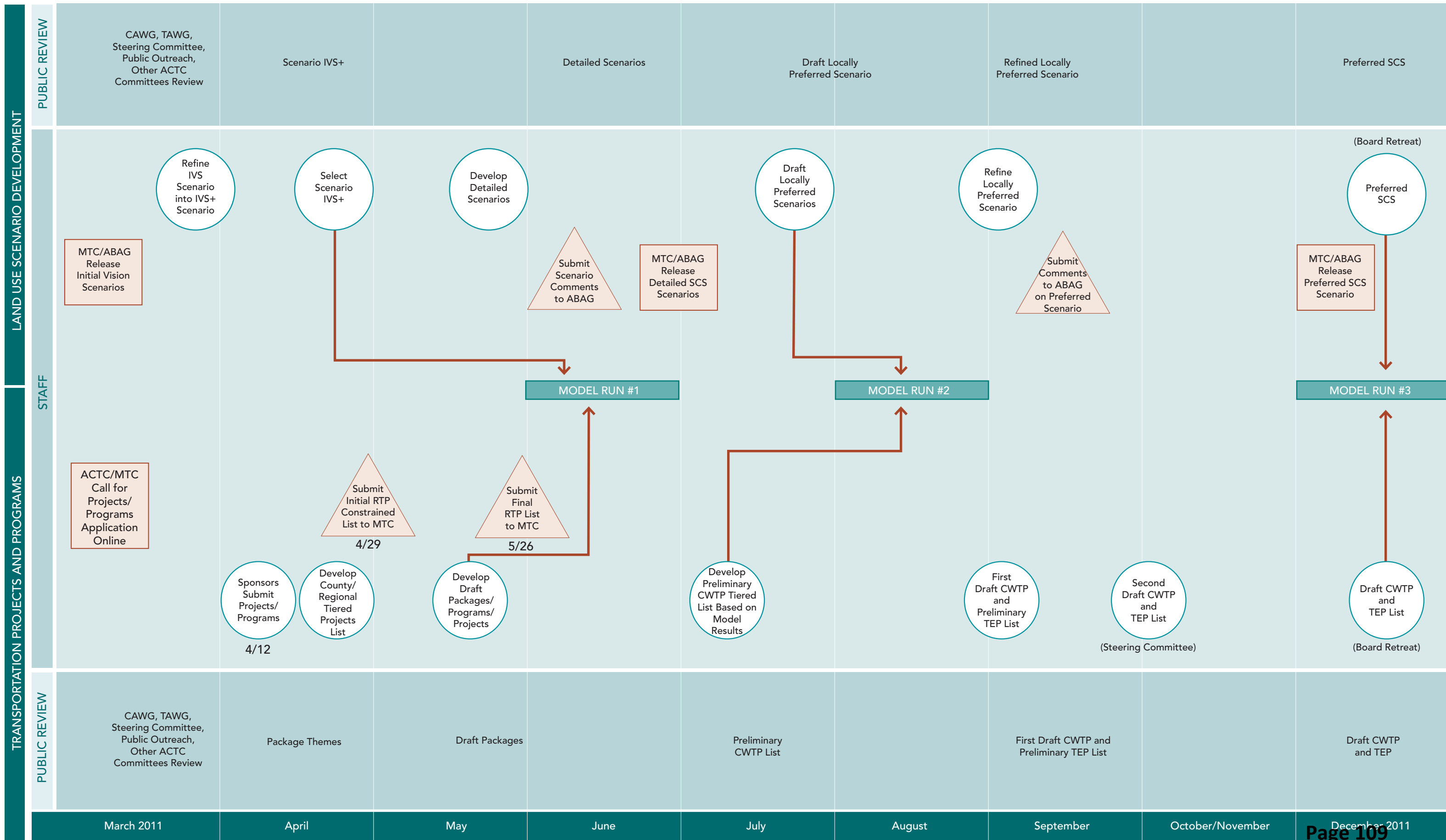
Egon Terplan  
Environment Representative  
[eterplan@spur.org](mailto:eterplan@spur.org)





# ALAMEDA COUNTYWIDE TRANSPORTATION PLAN (CWTP)

## Project and Program Evaluation and Land Use Scenario Development (Sustainable Communities Strategy) Process



*This page is intentionally left blank.*

# Draft Memorandum

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

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

DATE: March 7, 2011

RE: Alameda County Transportation Plan – Preliminary / Initial Draft Project Screening Criteria and Steps to Complete the CWTP

This draft memorandum presents an overview of the steps necessary to complete the Alameda Countywide Transportation Plan (CWTP), focusing specifically on the initial draft criteria to be used in screening projects for the plan. Project screening is one of several steps in developing the CWTP. Table 1 summarizes the steps.

**Table 1. Schedule of RTP and CWTP Project and Program Screening Process**

Steps	Timeline
Step 1. Finalize project screening framework	March 25, 2011
Step 2 Receive Alameda County sponsored project and program ideas*	April 12, 2011
Step 3 Separate projects from programs	April 15, 2011
Step 4 Allocate projects into regional and county funding groups	April 15, 2011
Step 5 Screen regional projects and place into Tiers for Alameda CTC review	April 21, 2011
Step 6 Review and refine projects by tier	April 28, 2011
Step 7 Identify and review initial funding for regional programs	April 28, 2011
Step 8 Review, finalize, and submit RTP projects and programs to MTC	April 29, 2011
Step 9 Screen county projects and place into tiers for Alameda CTC review	May 13, 2011
Step 10 Identify and review funding for county programs	May 13, 2011
Step 11 Finalize project scenario themes for CWTP modeling and evaluation	May 13, 2011
Step 12 Model and evaluate CWTP scenarios with initial vision land use scenario or similar to represent SCS land use patterns**.	June 30, 2011
Step 13 Present scenario analysis and identify preferred transportation scenario	July 31, 2011
Step 14 Test preferred transportation scenario with ABAG SCS land use scenario or alternative land use to inform the SCS Preferred Scenario	August, 2011
Step 15 Submit first draft CWTP	Sept 2011

Notes: \*Project sponsors are requested to submit project and program ideas before the April 12, 2011 due date if possible so the evaluation process can be as long as possible.

\*\*This land use scenario is meant to provide a preliminary indication of SCS-type development in Alameda County. It will be replaced by the Preferred SCS alternative when available. Input will be collected on the Detailed and Preferred SCS alternatives through a separate effort occurring in the April – December time periods.

Each step is described in more detail below.

### ***Step 1 – Finalize project screening framework***

The qualitative project and program screening framework will be finalized in March. This framework will be used to screen all Alameda County sponsored project and program submittals for both the RTP and CWTP processes.

### ***Step 2 – Receive Alameda County sponsored projects and program ideas***

In response to the call for projects, submissions of projects and programs by local sponsors will be submitted to the Alameda CTC on or before April 12, 2011.

### ***Step 3 – Separate projects from programs***

Projects and programs will be separated into two groups for screening to take advantage of the 30 programmatic categories already funded by MTC. An individual project concept may be funded under one or more than one of these programs. For example, a project idea involving a new, expanded, or rehabilitated bicycle facility, could be funded under three regional programmatic categories: Bicycle/Pedestrian Expansion, Bicycle/Pedestrian Enhancements, and Bicycle/Pedestrian Facilities Rehabilitation. Therefore, capital project funding may not be required to address this need. Several of the 30 regional programmatic categories could be applied to fund transportation projects, and therefore, we recommend that the initial screening step be determining whether the submittal really represents a project or an element of a regional or local transportation program. It is not anticipated that the CWTP will include all 30 regional programs. This memorandum focuses on the process for screening capital projects.

### ***Step 4 – Allocate projects into regional and county funding groups***

Using elements of the project screening framework, projects will be divided into two groups:

- **Group 1 – Regional** – projects meet two of the basic criteria for competitiveness in the Regional Transportation Plan Process (regionally significant and derived from an adopted plan). These will be screened and placed into three tiers (Tier 1.1, Tier 1.2, and Tier 1.3) for submission to MTC for potential funding from federal, state, and regional sources. The total amount of all three tiers will equal \$11.76 billion as per MTC guidelines.

- **Group 2 - County** - includes all projects that do not meet the basic criteria for competitiveness in the RTP process. These will be screened and placed into three tiers (Tier 2.1, Tier 2.2, and Tier 2.3) for potential funding from local sources.

Projects will be placed into Group 1 if they meet two of the four basic criteria for competition in the RTP process:

- **Regional significance:** A project enhances the transportation routes of regional significance, as designated by Alameda County's Congestion Management Program. MTC defines this as serving regional transportation needs such as access to and from the area outside of the region, major activity centers in the region, or major planned developments in the region. The project screening framework envisioned in Step 1 above will also incorporate Alameda County's definition of enhancing routes of regional significance, including:
  - Any roadway project (including on-road transit, bicycle, pedestrian, freight, etc.) on the designated Congestion Management Program roadway system as of April 12, 2011. This includes all state highways and principal arterials meeting all the following criteria: 30,000 vehicles per day (average daily traffic) for at least one mile; roadway with four or more lanes; major cross-town connector, traversing from one side of town to the opposite side; and connects at both ends to another CMP route, unless the route terminates at a major activity center.
  - Any roadway project (including on-road transit, bicycle, pedestrian, freight, etc.) not on the CMP system but providing connectivity to or within a major activity center in Alameda County.
  - Any transit project on the regional rail system.
- **Plan status:** project derives from an adopted plan.

The remaining two criteria (conformance with RTP goals, supportive of focused growth) are more subjective and will be used to place projects in Tiers for submission to MTC.

### *Step 5 - Screen regional projects and place into tiers for Alameda CTC review*

Projects in Group 1 (Regional) will be screened and placed into the three Tiers according to the screening criteria listed in Table 2 below. These criteria will be evaluated primarily through a mapping analysis to determine whether a project meets CWTP goals.

- Tier 1.1 - Highest performing regional projects
- Tier 1.2 - Medium performing regional projects
- Tier 1.3 - Lower performing regional projects.

All three Tiers will be submitted to the Alameda CTC for review by April 21, 2011.

**Table 2 Preliminary Draft Project Screening Criteria**

CWTP Goal	Related Regional Goal	Evaluation Criteria
(1) Multi-modal		<ul style="list-style-type: none"> <li>N/A : The multi-modal goal will not be assessed directly in the project screening process. It will be considered in allocating funding among different transportation programs and through the project scenario analysis.</li> </ul>
(2) Accessible, Affordable, Equitable	Equitable access	<ul style="list-style-type: none"> <li>Accessibility: Does the project support access to a school, major employment center, transit hub, intermodal facility, airport, hospital? <i>{Supporting analysis – map projects within one-quarter mile of schools, major employment centers, transit hubs, intermodal facilities, airports, and hospitals}</i></li> <li>Affordability / income equity: Does this project increase mobility and accessibility for residents of low-income neighborhoods or the disabled / elderly? <i>{Supporting analysis – map projects that intersect areas with high concentrations of low-income and/or elderly populations}</i></li> <li>Geographic equity – N/A - Geographic equity will not be assessed directly in the project screening. It will be considered in the final selection of projects and programs for the CWTP.</li> </ul>
(3) Integrated with land use patterns	Climate protection, open space preservation	<ul style="list-style-type: none"> <li>Is the project located in a future or planned priority development area? <i>{Supporting analysis – map project locations against locations of priority development areas}</i></li> </ul>
(4) Connected		<ul style="list-style-type: none"> <li>Does the project lead towards completion of a significant link in the bicycle, pedestrian, transit, freight, or high-occupancy vehicle networks?</li> </ul>
(5) Transportation System Efficiency / Reliability (and Economic Health)	Transportation System Efficiency, Economic Vitality	<ul style="list-style-type: none"> <li>Is the project intended to address travel conditions on a congested corridor or intersection? <i>{Supporting analysis – top congested intersections and corridors}</i></li> <li>Is the project intended to improve travel speeds or reliability in a corridor with a high concentration of trucks / goods movement related activities?* <i>{Supporting analysis – map of corridors with high truck volumes; map of industrial activity centers}</i></li> </ul>
(6) Cost-effective		<ul style="list-style-type: none"> <li>Determined through calculation of a proxy score for cost-effectiveness – number of criteria met / project cost.</li> </ul>
(7) Well-maintained	Transportation System Efficiency	<ul style="list-style-type: none"> <li>N/A – this objective will be met through program investments balancing maintenance needs with other objectives.</li> </ul>
(8) Safe	Healthy and Safe Communities	<ul style="list-style-type: none"> <li>Is the project intended to address a safety hotspot (area with high numbers of collisions / high collision rate). <i>{Supporting analysis: map of safety hotspots / high accident corridors}</i></li> </ul>

### ***Step 6 – Review of regional projects by tier***

The Alameda CTC will review the screened regional projects by tier and work with their committees (Technical and Community Advisory Committee Groups) to refine this list for submittal to the Steering Committee.

### ***Step 7 – Allocate initial funding for regional programs***

The Alameda CTC, through a separate evaluation process for programs, will define the funding levels for regional programs for incorporation into the initial RTP call for projects submittal to MTC. Initial funding requests to MTC will likely be estimated based on historical funding levels adjusted to emphasize SCS / CWTP goals and objectives, and will be subsequently refined in light of the CWTP scenario analysis scheduled for May and June, 2011 (see Steps 11 and 12). This process will be consistent with MTC's programmatic evaluation. As with the project listing defined in Step 6, the Alameda CTC will work with their committees to refine this list for submittal to the Steering Committee.

### ***Step 8 – Review, finalize, and submit RTP projects and programs***

The Alameda CTC will submit a final draft RTP project and program list to the Steering Committee on April 28, 2011. Based upon review and comment from the Steering Committee, the Alameda CTC will refine this list and submit their RTP project and program list to MTC.

### ***Step 9 – Screen county projects and place into tiers***

Projects in Group 2 (County) will be screened and placed into tiers according to the screening criteria listed in Table 2 below.

- Tier 2.1 – Highest performing non-regional projects.
- Tier 2.2 – Medium performing non-regional projects.
- Tier 2.3 – Lower performing non-regional projects.

As with regional projects, these tiers will be reviewed and refined by the Steering Committee.

### ***Step 10 – Allocate initial funding for county programs***

As presented in Step 7 above, Alameda CTC will identify funding for programmatic categories. The Alameda CTC will use a similar process to define funding levels for alternative programmatic categories applicable to Alameda County. Some county level categories may be new based on the CWTP public outreach process. The Alameda CTC will finalize this initial set of county programs based on review and comment by the Steering Committee.

### ***Step 11 – Finalize transportation scenario themes for CWTP modeling and evaluation***

After the project screening process is complete, projects and programs will be combined into themed packages for further evaluation. It is envisioned that these packages will consist primarily of the highest performing regional and county projects (Tier 1.1 and 2.1) but projects from other tiers will be considered as well.

The Alameda CTC will work with their committees to finalize the definition of themes and packages of projects and programs to be tested. These packages / scenarios will be tested with a refined version of ABAG's Initial Investment (Land Use) Scenario (Initial Vision Scenario+). The Alameda CTC will refine ABAG's IVS to better address CWTP land use issues, which will be referred to as the IVS+ land use scenario.

### ***Step 12 – Model and evaluate CWTP transportation scenarios***

The performance of the three transportation scenarios will be evaluated with the IVS+ land use scenario.

### ***Step 13 – Present scenario results and identify preferred scenario***

CWTP stakeholders and committees will review the transportation scenario analysis and, based on their input, a preferred scenario will be developed.

### ***Step 14 – Test preferred scenario against SCS land use***

The Preferred transportation scenario will be tested against ABAG's proposed future SCS land use scenario ready by July 2011. This evaluation will be the basis for the draft CWTP to be prepared and submitted to the Alameda CTC in September 2011.

### ***Step 15 – Submit Draft CWTP***

The preferred transportation scenario combined with ABAG's SCS land use scenario will form the basis of the draft CWTP. The draft CWTP will include both projects and programs and expected funding levels for each.





## MEMORANDUM

**DATE:** March 24, 2011

**TO:** CWTP-TEP Steering Committee

**FROM:** Beth Walukas, Planning Manager  
Tess Lengyel, Programs and Public Affairs Manager  
Saravana Suthanthira, Senior Transportation Planner

**SUBJECT:** Performance Measures for Evaluation of Projects and Programs Packages

### Recommendation

The Steering Committee is requested to approve the attached performance measures (Attachment 09A) that will be used for the purpose of evaluating performance of packages of projects and programs submitted in response to the Call for Projects for the Countywide Transportation Plan/Regional Transportation Plan. These measures will be applied to steps 11 through 13 described in Table 1 of Attachment 08D.

### Discussion

The CWTP-TEP process includes development of packages of projects and programs submitted by the sponsors. These packages are proposed to be evaluated using a set of performance measures corresponding to CWTP/RTP goals, including greenhouse gas reduction, improved transportation system efficiency, system maintenance, and others as listed in Attachment 09A. Although all packages will be designed to meet CWTP goals, some packages will be expected to perform better in meeting certain goals than others – for example, one package might show greater improvement in maintenance performance measures while another would show greater improvement in greenhouse gas reduction. The performance results of the packages will demonstrate tradeoffs the county will face in selecting policy priorities for the CWTP. It is anticipated that the Steering Committee and the Alameda CTC Commission will ultimately select a package or hybrid package that best meets the policy priorities for the county and the selected package will be used as the basis for the CWTP.

The proposed performance measures developed for this purpose are shown in Attachment 09A. These measures were developed initially based on the measures included in MTC's current Regional Transportation Plan (T2035) and Alameda CTC's 2009 Congestion Management Program. The draft measures were presented to the CAWG and TAWG at their February and March 2011 meetings and based on their feedback (Attachments 09B, 09C and 09D) the measures were revised as attached.

## **Attachments**

Attachment 09A: Proposed Performance Measures  
Attachment 09B: CAWG Comments on Draft Performance Measures  
Attachment 09C: TAWG Comments on Draft Performance Measures  
Attachment 09D: Responses to February CAWG and TAWG Comments on Draft Performance Measures

**Performance Measures for the Alameda Countywide Transportation Plan**

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	Percent of all trips made by alternative modes (bicycling, walking, or transit)
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	<p><b>Accessible:</b> Share of households (by income group) within 30-minute bus/rail transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework)* This measure also serves as a proxy for economic vitality.</p> <p>Share of households (by income group) near frequent bus/rail transit service** (Source: adapted from Alameda CTC CMP process and the Transit Capacity and Quality of Service Manual)</p> <p><b>Affordable:</b> Covered by breaking out accessibility metrics by income group.</p> <p><b>Equitable:</b> Equity covered by breaking out metrics by geographic areas of the county. Measures marked with an asterisk will be reported for major jurisdictions as possible given the limitations of analytical tools. Income equity covered by breaking out accessibility measures by income group.</p>
(3) Integrated with land use patterns and local decision-making	<p>See “Accessible” measure.</p> <p>Transit riders / revenue hours of service (Source: consultant proposal)***</p>
(4) Connected	See “Reliable and efficient” measures.
(5) Reliable and efficient	<p><b>Efficiency:</b> Average per-trip travel time for automobile, truck, and bus/rail transit modes (Source: Modified from RTP process). This measure also serves as a proxy for economic vitality.</p> <p><b>Reliability:</b> Ratio of peak to off-peak travel time for automobile, truck, and transit modes (Source: consultant proposal)</p>
(6) Cost-effective	Transit riders / revenue hours of service (Source: consultant proposal)***
(7) Well-maintained	<p>Pavement Condition Index (PCI) on local roadways. (Source: Alameda County CMP, RTP process)*</p> <p>Transit asset age (Source: RTP process)</p>
(8) Safe	Injuries and fatalities from all collisions, including pedestrians and bicyclists (Source: Alameda CMP, RTP)*
(9) Supportive of a clean and healthy environment	<p>Per-capita CO2 emissions from cars and light-duty trucks (Source: RTP process)*</p> <p>Average time traveling by foot and bicycle per day (Source: RTP)*</p> <p>Quantity of fine particulate emissions (Source: modified from RTP)*</p>

\* As possible given constraints of analysis tools, results will be provided by for geographic sub-areas of the county to assess geographic equity issues.

\*\*Defined as being within one half mile of rail and one quarter mile of bus service (acceptable walking distances defined in the Transportation Research Board’s 2003 Transit Capacity and Quality of Service Manual Part 3) operating at LOS B or better (headways of <14 minutes) during peak hours.

\*\*\*Measure requires further review to ensure it can be calculated given constraints of Alameda CTC travel demand model.

*This page intentionally left blank.*

**CAWG Comments on Draft Performance Measures in Breakout Sessions****March 3, 2011 Meeting**

- Include measure of personal security
  - For the multi-modal measure, include trips by trucks to capture goods movement
  - For accessible, affordable, and equitable:
    - Projects that are part of a plan (Bike/Ped) should get priority
    - Consider breaking out the transit portion by operator
  - For Integrated with land use patterns measure:
    - Break out by bus vs rail
    - How to measure pedestrian/disabled infrastructure?
      - Measure by geographical areas
        - Neighborhood level?
        - MTC tried in T2035
        - Snap shot analysis
  - Use 2010 Census – Measurement tools should not restrict Performance Measurement
  - Use complete streets as a measure
    - Included under connectivity?
    - Ties in under cost effectiveness
  - For Equity, consider social equity, such as reducing equity gaps in transportation system so that more people have access to the same basic service (how will this be measured?)
  - In general, need to measure flexible access to “use” the transportation system (e.g., freedom of using multiple transport modes)
  - Measure whether modal connectivity is being improved (e.g, bus, car – connectivity)
  - Measure whether complexity of transit transfers is being reduced
    - This goes back to complete streets
    - Maybe it’s a policy rather than a specific performance measure
- 
-

## February 3, 2011 Meeting

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

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

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

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

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

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

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

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

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

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

### **6. Other suggestions:**

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

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

## **Group A**

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

- Don't reward bad land use practices, provide incentives to encourage good ones.

10. Consider measures that protect open space.

### **Group B**

Multi modal - Accessible affordable equitable –

- Break these out separately to not to lose the importance of each one
  - Equity – potentially incorporate throughout all other goals (i.e. how do the lowest income fair as compared to highest income)
  - Accessible – potential share of households within x minutes of transit + add cost factor for that trip
    - look at share of low medium + high income levels
  - Evaluate looking at transit trip as a reliable trip (look at on-time performance of transit lines)

1. Integrated – look at using MTC's measures for this

- Restate increase in transit ridership + revenue hours of service

3&4. Connected/Connecting + Rehabilitation

- Capture wait time: show for transit (rail + bus) and vehicle
- Look at per capita increase in transit use

5 Cost effective (developing methodology)

- use system-wide cost effective measures
- cost/rider and cost/new rider

6. Maintenance – percent of operating shortfalls of transit budgets filled

- How do we measure transition to clean vehicles

7. Safe

- try to breakout by bike + pedestrian
- How do we deal with personal safety?

8. Clean + healthy

- High density has more volume of movement + associated emissions (noise, GHG. etc.)

9. Tie all to race + income

### **Group C**

1. Access issues need to be geographically specific (not just countywide averages)

2. Reliability for transit is key



3. Accessibility for jobs is key
4. Percent trips taken by non-SOV modes (transit, walking, biking)
5. Need a complete street measure → does this project provide benefit to all non-auto modes?
6. Impacts (positive or negative) on communities of concern
7. Projects that generate revenue to help pay for themselves or provide leverage (public-private partnership)
8. Does the project fill a gap?
9. Percent of population within walking distance to a transit route/stop operating at least every 20 minutes until at least 10 p.m.
10. Accessibility to key community jobs + destinations like senior centers, hospitals, etc.
11. Need a Goods Movement measure

*This page intentionally left blank.*

**TAWG Comments on Draft Performance Measures**

**March 10, 2011 Meeting**

1. A question was raised regarding how rural roads will be evaluated. There are many rural roads in some parts of the county and safety is a major concern.
2. With regard to the proposed multimodal measure, there was a request to include all modes; autos are not currently included.
3. With regard to discussion of certain measures being calculated per capita, someone wanted a definition of per capita, which means per person.
4. A comment was made that pedestrian and bike connectivity is not addressed by these measures.
5. With regard to the safety measure, there was a request that injuries and fatalities be calculated using rates (e.g. X injuries and fatalities per million vehicles).
6. There was a request to add density as a measure for housing affordability. It was mentioned that according to the California Department of Housing and Community Development, in order for housing to be considered affordable, it has to contain at least 30 units/acre.
7. There was a question regarding how “major activity centers” would be defined. It was suggested that the countywide pedestrian plan contains a definition that may be useful.

**February 10, 2011 Meeting**

1. Some TAWG members commented that the proposed access measure (households within 20 minute drive, 30-minute transit trip of major employment center), along with the vehicle hours of delay measure, favor projects that result in faster travel speeds, which they felt was not an appropriate policy goal.
2. With regard to Goal 2: Accessible, Affordable, Equitable, density becomes important. Spend money on projects in high density places. In denser places, the same \$1 million benefits more people. Proportionality for who is chipping in.
3. With regard to Goal 2: Accessible, Affordable, Equitable, how does geography fit in with SCS and PDAs? Do we call it out explicitly? Is it implied? Is it somewhere else in the process? One possible measure could be “In a PDA or not?”
4. Goal 4/5: Connected/Reliable/Efficient, bike and pedestrian facilities are important and plans are a good measure. Connectivity and continuity of network. Keep “percent complete of countywide bicycle and pedestrian plans.” (TAWG)

5. The measure “Percent complete of countywide bicycle and pedestrian plans” mixes plans versus outcomes. Remove this; completion of a plan does not mean the facilities are utilized.
6. With regard to Goal 6, there is crowding at peak-hour. Transit riders/transit revenue hours of service doesn’t capture this.
7. Consider inclusion of measures of personal security such as presence of lighting and safe, secure pathways in addition to safety.
8. To measure safety, use Caltrans rate method; it’s more indicative of collisions. They all have to feed into the CHP anyway; it’s better than using a number.
9. Add per-capita GHG emissions from cars and light-duty trucks [rather than per-capita carbon dioxide emissions].
10. With regard to Goal 9, there is much urban through traffic that produces a lot of GHG emissions, but there is no penalty for pass-through.
11. What addresses goods movement? Consider adding measures to address goods movement.
12. Where is sustainability? Every project should look at sustainability.
13. How are projects evaluated? The slide in the presentation says “project and programs, but there is talk of scenarios screening. Need to understand ASAP based on timing with criteria going to Council in late March. Concerned if criteria for evaluating projects are different from these.
14. How will the performance measures ensure equitable distribution of funds throughout the region?
15. Establish numeric targets for each measure, as was done at the regional level.



# Memorandum

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

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

DATE: February 21, 2011

RE: Preliminary responses to CAWG and TAWG Performance Measure Comments

---

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

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

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

More detailed responses to comments are provided below.

*This page intentionally left blank.*

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

car trip; or

3. Average transit frequency (broken out by mode and time of day) within a ¼ mile radius by neighborhood (or by TAZ). (CAWG)

4 Measure access in smaller, geographically-specific way rather than using countywide averages. Accessible, Affordable, Equitable

As requested, we can provide access data by sub-areas of the county.

5 This metric is okay [Share of low-income and lower-middle income residents' household income consumed by transportation and housing], however, it should be clear what the cost drivers are. Is it transportation or is it housing? Accessible, Affordable, Equitable

We will plan to report the costs of transportation and housing separately when we calculate this metric.

6 Under federal and state Title VI and E] laws, Alameda CTC (and MTC) are required to ensure that the distribution of benefits and burdens of its transportation investments are shared equitably across race and class.

1. Yes, wherever possible, we will report information by income quartile.

2. Information on per-ride subsidy by operator is available through the MTC transit sustainability project. This level of information may be too detailed for the CWTP county-wide scenario performance testing.

Consider adding one of the following:

1. For all of the metrics (especially access, affordability, reliability, safety and clean/healthy environment), break out values for the lowest income quartile and the highest income quartile and compare them. An equitable plan would see these outcomes getting closer together.



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

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

not?" (TAWG)

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

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

vehicles?  
 longer average transit trips. It is not necessary to measure investment in the transit system separately as this will be an input into the modeling process.

The transition to clean vehicles should be captured in assumptions regarding future CO2 emissions from the vehicle fleet. Alameda CTC has developed a spreadsheet tool to calculate future vehicle emissions while taking into account characteristics of the vehicle fleet.

**18** Use system-wide cost-effective measures such as cost/rider and cost/new rider?  
 Cost Effective  
 We will consider these cost/rider measures as candidates to include in the project-level analysis and prioritization.

**19** With regard to Goal 6, there is crowding at peak-hour. Transit riders/transit revenue hours of service doesn't capture this. (TAWG)  
 Cost Effective  
 We acknowledge that peak hour crowding on BART is a key issue. We will consider methods to capture this issue as part of the performance analysis.

**20** Are we able to predict all of the "Well Maintained" performance measures? For example, can you predict bicycle/pedestrian trail condition?  
 Well Maintained  
 We can predict future pavement conditions as a function of investment. However, we do not currently have tools available to predict future bicycle and pedestrian trail maintenance conditions as a function of investment, therefore, we recommend deleting this measure.

**21** Separate bicycle and pedestrian collisions from other collisions [in the measures] They are often underreported. (CAWG)  
 Safe  
 We will report them separately if possible given the limitations of some of the analysis tools available for predicting changes in bicycle and pedestrian collisions in the future in response to transportation system investments and changes in vehicle miles of travel.

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

years shorter in West Oakland vs Oakland hills).

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

**25** Add per-capita GHG emissions from cars and light-duty trucks [rather than per-capita carbon dioxide emissions]. (TAWG)

Clean and Healthy We will consider this change, but may need to focus on CO2 for consistency with the regional / SCS process.

**26** With regard to Goal 9, there is much urban through traffic that produces a lot of GHG emissions, but there is no penalty for pass-through. (TAWG)

Clean and Healthy All traffic moving through Alameda County, even pass-through traffic, will be included in the estimate of CO2 emissions.

**27** What addresses goods movement? Consider adding measures to address goods movement. (CAWG and TAWG)

Goods Movement We will report average travel time for different vehicle classes (automobile versus truck) to capture impacts on goods movement.

**28** Where is sustainability? Every project should look at sustainability. (TAWG)

Sustainability Sustainability is addressed by several metrics, including greenhouse gases per capita and particulate matter. Financial sustainability will also be addressed through consideration of cost-effectiveness in the project-level prioritization.

**29** Include open space measures.

Sustainability We agree that open space is an important consideration, however this will be driven primarily by land use assumptions decided as part of the SCS development process. The final county-wide plan will include land use assumptions consistent with the SCS.

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

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





## MEMORANDUM

**DATE:** March 16, 2011

**TO:** CWTP-TEP Steering Committee

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

**SUBJECT:** Update on Outreach Activities

### Recommendations

This item is for information only.

### Summary

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

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

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

### Community Workshops

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

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

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

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

**Workshops Outcomes to Date**

**Supervisory District 4 workshop (Oakland): February 24<sup>th</sup>**

attendees (signed in) 53

comment forms received 24

evaluations received 23

**Supervisory District 1 Workshop (Fremont): February 28<sup>th</sup>**

attendees (signed in) 35

comment forms received 4

evaluations received 13

**Supervisory District 2 Workshop (Hayward): March 9<sup>th</sup>**

attendees (signed in) 36

comment forms received 11

evaluations received 7

**Total Workshop Attendees: 124**

Workshop results, including key themes and evaluation findings will be included in a separate, forthcoming summary.

### **Outreach Toolkit Trainings and Presentations**

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

<b>Date</b>	<b>Advisory Group</b>
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24 <sup>th</sup>	Steering Committee

**95 toolkits** were distributed at the CAWG, TAC, TAWG, BPAC and Steering Committee presentation toolkit trainings. Additional toolkits have been downloaded from the website by advisory group members.

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

### **Completed Outreach Activities**

To date, MIG, Alameda CTC's Outreach Consultant, has received completed outreach kit materials including session reporting forms and questionnaires from the following groups.

<b>Group</b>	<b>Participants</b>
Extending Connection (United Methodist Church)	35
Fremont Freewheelers Bicycle Club	11
Union City Planning Commission	8
United Seniors of Oakland (Transportation Committee)	6
Hope Collaborative, Built Environment Group	22
Oakland BPAC	15
West Berkeley Senior Advisory Council	9
City of Newark Senior Advisory Committee	13
Pleasanton Senior Ctr./Paratransit Lead Staff	8
City of Newark Senior Advisory Committee	13

Eden Area Local Organizing Committee	7
Sierra Club - Southern Alameda County Group	9
Union City City Council Audience	10
West Oakland Senior Center	20
Pleasanton Bicycle, Pedestrian and Trails Committee	10
San Leandro Youth Advisory Committee	17
Dumbarton Bus Riders	7
San Leandro Engineering and Transportation Department	16
Friends of Emeryville Senior Center	11
Pleasanton Senior VIP Club	72
AFSCME, Local 3916	50
Friends of Albany Services	11
San Leandro Senior Commission	11
City of San Leandro	6
San Leandro Human Services Commission	9
City of San leandro	5
Service Review Advisory Committee (East Bay Paratransit)	20
Pleasanton Chamber of Commerce- Vision2015 Forum	10
Saint Mary's Center	26
AC Transit Accessibility Advisory Committee	6
City of Emeryville's Commission on Aging	13
Oakland City Commission on Aging	8
<b>TOTAL</b>	<b>493</b>

In addition to these materials, MIG collected completed questionnaires at the CAC and PAPCO meetings. Overall MIG has received **430 completed paper questionnaires**.

### **Planned Outreach Activities**

Advisory group members have identified and committed to make presentations during March at the meetings of the following organizations:

#### **Group**

EBBC

Genesis

Corpus Christi Church

Alameda County on Aging

Oakland Metropolitan Chamber

Albany Strollers and Rollers

Maxwell Park NCPC

City of Berkeley

East Bay Paratransit Rider Advisory Committee

ACCE (Alliance for Californians and Community Empowerment)

APEN (Asian Pacific Environmental Network)

BOSS (Building Opportunities for Self Sufficiency)

EBAYC (East Bay Asian Youth Center)

LIFETIME

Pueblo

City of Alameda Transportation Commission

### **Online Questionnaires**

The online questionnaire is live and has **345 responses** to date. We anticipate this number to grow significantly as the availability of the questionnaire is advertised through email, and outreach efforts increase.

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

### **Poll**

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

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

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

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

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

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

#### **Survey 3: Final Check-In**

The third survey will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will be conducted shortly before the deadline for placing the measure on the ballot, with the aim

of helping to make a “go, no go” decision on the measure. This survey will be conducted in spring 2012.

**On-going Agency Outreach**

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



MARKET  
& OPINION  
RESEARCH  
SERVICES

811 First Avenue  
Suite 451  
Seattle, WA 98104  
(206) 652-2454 TEL  
(206) 652-5022 FAX

436 14th Street  
Suite 820  
Oakland, CA 94612  
(510) 844-0680 TEL  
(510) 844-0690 FAX

4041 North High Street  
Suite 300M  
Columbus, OH 43214  
(614) 268-1660 TEL  
[EMCresearch.com](http://EMCresearch.com)

## MEMORANDUM

TO: Tess Lengyel  
FROM: Sara LaBatt  
DATE: March 17, 2011  
RE: Project Progress Report  
TEP Update Survey #1

This memorandum serves to update Alameda CTC on the progress of the first survey on the Transportation Expenditure Plan Update as of March 17, 2011.

### Current Project Status

The survey questionnaire was drafted and reviewed by Alameda CTC staff, as well as the Steering Committee, CAWG, and TAWG. Survey comments from all parties were incorporated into the final draft, and a pretest of the survey was conducted with 29 randomly selected Alameda County voters on March 3, 2011. No survey changes were recommended as a result of the pretest.

Following the successful pretest, the main survey fielding period was March 6 through 14, 2011. Eight hundred thirteen (813) interviews were completed with a representative sample of likely voters in Alameda County, with an average interview length of seventeen (17) minutes. Interviews were regularly monitored by EMC staff, and data was checked every day to ensure everything was proceeding appropriately.

The data is currently being cleaned, coded, and analyzed. EMC will review the initial findings with Alameda CTC staff, and be prepared to present initial findings to the Steering Committee on March 24, 2011, with presentations following for both CAWG and TAWG in April 2011.

*This page intentionally left blank.*



**Telephone Survey of Alameda County Voters**  
**Conducted for: Alameda County Transportation Commission**  
n=800

**FINAL MARCH 2, 2011**

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

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

---

**AGE FROM SAMPLE**

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

**SUPERVISOR DISTRICT FROM SAMPLE**

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

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

1. Male
2. Female

2. Are you registered to vote in Alameda County?

1. Yes → CONTINUE
2. No → **TERMINATE**

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

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

4. What is the most important problem facing Alameda County today? **(OPEN END, 1 response)**
  
5. And what would you say is the most important transportation problem facing Alameda County today? **(OPEN END, 1 response)**
  
6. As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County?
  1. Good thing
  2. Bad thing
  3. (Don't know)
  
7. There may be a measure on the ballot next year in Alameda County that would extend the existing half cent transportation sales tax to address an updated plan for the county's current and future transportation needs. The money from this measure could only be spent on the voter-approved expenditure plan, and all money from this measure would stay in Alameda County and could not 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?)**
  1. Yes, approve
  2. (Lean yes)
  3. No, reject
  4. (Lean no)
  5. (Undecided/Don't know)

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

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

**(RANDOMIZE Qx-Qx)**

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

**AFTER EACH QUESTION AS NECESSARY:** How a high a priority should that be for this ballot measure? Use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority.

8. Maintaining streets, roads, and highways;
9. Expanding transit services and reliability, including express bus services;
10. Expanding road and highway capacity and efficiency;
11. Providing and supporting alternatives to driving, like walking, biking, and public transit;
12. Improving the movement of goods, freight, and cargo;
13. Maintaining and operating existing transit services;
14. Improving transportation services for seniors and people with disabilities;
15. Expanding bicycle and pedestrian improvements;
16. Improving local streets to make them safer and more efficient for all, including cars, transit vehicles and riders, bicyclists, and pedestrians;
17. Making it easier to get to work and school using public transportation;
18. Restoring public transit service cuts;
19. Providing a free bus transit pass to all junior and senior high school students in the county;
20. Reducing air pollution and greenhouse gas emissions from the county's cars, trucks, buses, and trains;
21. Keeping public transit service affordable for those who depend on it, including seniors, youth, and people with disabilities;
22. Expanding the Safe Routes to Schools program;
23. Extending BART to Livermore;
24. Extending commuter trains over the Dumbarton Bridge to improve the commute to Silicon Valley;
25. Improving and expanding ACE Train service, which runs from Stockton through Livermore, Pleasanton, and Fremont, and ends in San Jose;
26. Improving and expanding ferry service from Oakland and Alameda to San Francisco;
27. Widening Route 84 between I-580 and I-680 near Livermore and Pleasanton;
28. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway;
29. Reducing traffic on I-880 by extending carpool lanes and using technologies that improve traffic flow;

**(END RANDOMIZE)**

And now, thinking about the ballot measure itself, I will read you some pairs of options, and ask which you would prefer.

30. **(ROTATE 1 & 2; Read "OR" between first and second statement)**

1. A measure that extends the existing transportation sales tax for another 20 years (or)
2. A measure that makes the existing transportation sales tax permanent, but allows the public to vote on how that money is spent now, and again in 20 years;
3. (Both)
4. (Neither)
5. (Don't Know)

31. **(ROTATE 1 & 2; Read "OR" between first and second statement)**

1. A measure that extends the existing half cent transportation sales tax at the same rate, with a smaller set of funded projects and programs (or)
2. A measure that increases the existing half cent transportation sales tax by one quarter of a cent, with a larger set of funded projects and programs;
3. (Both)
4. (Neither)
5. (Don't Know)

32. Which of the following is closer to your opinion: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

1. Taxes are already high enough; I'll vote against any increase in taxes. (or)
2. It is crucial to have high quality roads and public transit, even if it means raising taxes;
3. (Both)
4. (Neither)
5. (Don't Know)

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

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

**(RANDOMIZE LIST)**

33. Improving our streets, roads and public transit will create jobs and improve the local economy.
34. Our streets and roads have gotten worse over the last few years.
35. Our public transportation system has gotten worse over the last few years.
36. Improving public transportation can have a significant impact on reducing greenhouse gas emissions and slowing down climate change.
37. Improving public transportation can have a significant impact on local air quality and public health.
38. Improving public transportation can have a significant impact on reducing traffic.
39. Making it easier and safer to walk and bicycle can have a significant impact on reducing traffic.
40. We spend too much taxpayer money on public transportation systems that few people really use.
41. I would take public transportation more often if it were faster and more reliable.
42. Improving the use of technology on our roads and public transit systems can have a significant impact on reducing traffic.
43. Transporting more cargo by train instead of by truck can reduce congestion and improve air quality.
44. Making it easier to move cargo from the Port of Oakland through and out of Alameda County can improve our local economy and reduce the cost of the goods we buy

**(END RANDOMIZE)**

And now, thinking about a different topic, I'd like to ask you just a few questions about a different ballot measure that voters might decide in a future election. This is a different measure than the sales tax we have been discussing.

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

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

Now that you've heard more about it, if the measure to increase the tax on gasoline by 10 cents per gallon for road and transit improvements were on the ballot today, are you likely to vote yes to approve it, or no to oppose it?

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

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

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

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

**(ASK Q61 IF Q60=1-“Employed”)**48. In what city do you work? **(OPEN-ENDED, ONE RESPONSE)**

1. (Berkeley)
2. (Castro Valley)
3. (Dublin)
4. (Emeryville)
5. (Fremont)
6. (Hayward)
7. (Livermore)
8. (Milpitas)
9. (Newark)
10. (Oakland)
11. (Pleasanton)
12. (Richmond)
13. (Sacramento)
14. (San Francisco)
15. (San Jose)
16. (San Leandro)
17. (San Lorenzo)
18. (Union City)
19. (Walnut Creek)
20. (Other (specify \_\_\_\_\_))
21. (Refused/Don't know)

**(RESUME ASKING EVERYONE)**

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

**SCALE:**

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

Do you or does anyone in your household...

49. Ride a bicycle to school or work?
50. Ride a bus to school or work?
51. Ride BART to school or work?
52. Carpool to school or work?
53. Drive alone to school or work?
54. Walk to school or work?
  
55. Do you rent or own your home or apartment?
  1. Rent/other
  2. Own/buying
  3. (Don't know/Refused)
  
56. 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)**

57. What is the last grade you completed in school?
1. Some grade school
  2. Some high school
  3. Graduated high school
  4. Technical/Vocational
  5. Some college
  6. Graduated college [including Bachelors, BA]
  7. Graduate/Professional [including Masters, PhD, etc]
  8. (Don't know/Refused)
58. Would you consider yourself to be Hispanic or Latino, Black or African American, White, Asian or Pacific Islander, or something else?
1. Hispanic/Latino
  2. Black/African-American
  3. White
  4. Asian or Pacific Islander
  5. (Bi-racial/ Multi-racial)
  6. Something else/ other
  7. (Refused)
59. In what year were you born? **(Do not read categories, code as appropriate)**
1. 1936 or earlier (75+)
  2. 1937-1941 (70-74)
  3. 1942-1946 (65-69)
  4. 1947-1951 (60-64)
  5. 1952-1956 (55-59)
  6. 1957-1961 (50-54)
  7. 1962-1966 (45-49)
  8. 1967-1971 (40-44)
  9. 1972-1976 (35-39)
  10. 1977-1981 (30-34)
  11. 1982-1986 (25-29)
  12. 1987-1993 (18-24)
  13. (Refused)

**THANK YOU!**



**PARTY REGISTRATION FROM SAMPLE**

Democrat  
Republican  
DTS

**CITY CODE FROM SAMPLE**

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

**ZIP CODE FROM SAMPLE**

*This page intentionally left blank.*



## MEMORANDUM

**DATE:** March 15, 2011

**TO:** CWTP-TEP Steering Committee

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

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

### **Recommendation**

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

### **Summary**

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

### **Discussion**

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website.

### **March 2011 Update:**

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

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

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

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

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

Also, ABAG and MTC released the Initial Vision Scenario on March 11. An update will be provided at the meeting under Item 7B.

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

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

Jurisdiction	Date to Council/Board	Type of item	Completed?
San Leandro	February 22	Working Session	Yes
Union City	January 25	Presentation	Yes
AC Transit	March 23	Presentation	Yes
BART	January 27		Yes

All presentations have been completed.

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

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

Committee	Regular Meeting Date and Time	Next Meeting
		March 24, 2011 (Dublin) Other TBD

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

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the March to May time period, the CWTP-TEP Committees will be focusing on:

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

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (released March 11, 2011), assisting in presenting the Initial Vision Scenario to the public and City Councils and Boards of Directors; developing draft financial projections, adopting a committed transportation funding and project policy, releasing and implementing a call for projects, completing the work on targets and indicators for assessing performance of the projects and beginning the performance assessment.

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

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

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

#### Key Dates and Opportunities for Input

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

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Detailed SCS Scenarios Released: July 2011

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

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

#### *RTP*

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

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

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012



Calendar Year 2010

Task	2010						Meeting FY2010-2011	2010				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
<b>Alameda CTC Committee/Public Process</b>												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
<b>Alameda CTC Technical Work</b>												
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												
<b>Sustainable Communities Strategy/Regional Transportation Plan</b>												
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						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
<b>Alameda CTC Committee/Public Process</b>												
<b>Steering Committee</b>	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmnd	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
<b>Technical Advisory Working Group</b>	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
<b>Community Advisory Working Group</b>	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
<b>Public Participation</b>	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
<b>Agency Public Education and Outreach</b>	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
<b>Alameda CTC Technical Work</b>												
<b>Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level</b>	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					
<b>Polling</b>	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs		
<b>Sustainable Communities Strategy/Regional Tra</b>												
<b>Regional Sustainable Community Strategy Development Process - Final RTP in April 2013</b>			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology	SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario	
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Calendar Year 2012

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

*This page is intentionally left blank.*

## Upcoming Advisory and Steering Committee Meetings Schedule

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

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

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<p>packaging</p> <ul style="list-style-type: none"> <li>• Provide comments on Alameda County land use scenarios</li> <li>• Receive update on Call for Projects outcomes</li> <li>• Receive information on Financial projections and opportunities</li> <li>• Comment on refined Transportation Issue Papers</li> <li>• Comment on committed projects and funding policy and Initial Vision Scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of Alameda County land use scenarios</li> <li>• Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i></li> <li>• Discussion of Financials for CWTP and TEP</li> <li>• Transportation Issue Papers &amp; Best Practices Presentation</li> <li>• Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario</li> <li>• TAWG/CAWG/SC update</li> </ul>
4	<p>CAWG May 5, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Review outcomes of initial workshops and other outreach</li> <li>• Review outcomes of call for projects, initial screening and next steps</li> <li>• Discuss TEP Strategic Parameters &amp; alternative funding scenarios</li> <li>• Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Summary of workshop results and other outcomes</li> <li>• Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC.</i></li> <li>• Additional Analysis and Packaging of Projects for CWTP and Scoring and Screening for TEP</li> <li>• TEP Strategic Parameters- duration, potential funding amounts, selection process</li> <li>• Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i></li> <li>• TAWG/CAWG/SC update</li> </ul>
	No June Meeting		
5	<p>CAWG July 7, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Provide comments on outcomes of project evaluation</li> <li>• Comment on outline of Countywide Transportation Plan.</li> <li>• Adopt TEP parameters and finalize strategy for selecting TEP projects and programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Results of Project and Program Packaging and Evaluation</li> <li>• Review CWTP Outline</li> <li>• Discussion of TEP strategic parameters and project/program selection</li> <li>• Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG presents to TAWG)</li> <li>• TAWG/CAWG/SC update</li> </ul>
6	<p>CAWG September 1, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> <li>• Comment on first draft of Countywide Transportation Plan</li> <li>• Comment on potential packages of projects and programs for TEP</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan Draft, including preferred land use and list of projects and programs (modeled results will be presented)</li> <li>• Presentation/Discussion of TEP</li> </ul>

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

**Future Meeting Dates:**

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

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

*This page intentionally left blank.*





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

---

Attendance Key (A = Absent, P = Present)

CAWG Members:

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

Staff:

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

---

**1. Welcome and Introductions**

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

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

**2. Public Comments**

There were no public comments.

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

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

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

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

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

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

## **5. Outreach Status Update**

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

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

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

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

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

## 6. Finalizing Briefing Book

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

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

*Questions/feedback from the members:*

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

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

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

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

*Questions/feedback from the members:*

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

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

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

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

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

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

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

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

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

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

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

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

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

**12. Adjournment.**

The meeting adjourned at 5 p.m.

*This page intentionally left blank.*

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

**February 3, 2011**

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

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

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

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

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

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

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

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

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

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

**6. Other suggestions:**

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

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



## **Group A**

### **Performance Measures**

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

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

10. Consider measures that protect open space.

## **Group B**

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

8. Tie all to race + income

### **Group C**

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

*This page intentionally left blank.*

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

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

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

## **Group A**

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

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

## **Group C**

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



## Alameda CTC Technical Advisory Working Group Meeting Minutes Tuesday, February 10, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

### 1. Welcome and Introductions

Beth Walukas called the meeting to order at 1:35 p.m.

**Guests Present:** Celia Chung, Alameda CTC; Betty Mulholland, PAPCO; Matt Vander Sluis, Greenbelt Alliance; and Victoria Villar, Jacobs Engineering.

### 2. Public Comments

There were no public comments.

### 3. Approval of January 4, 2011 Minutes

TAWG members reviewed the meeting minutes from the January 4, 2011 meeting and approved them as written.

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

Tess Lengyel gave an update on the CWTP-TEP activities since the last meeting. She mentioned that the Briefing Book comments were due by January 28. The Steering Committee approved the CWTP-TEP vision and goals, and reviewed the public outreach approach and made modifications. The workshop dates published before January 27 have been changed, and Alameda CTC will notify TAWG and post the new dates online.

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

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

- Is it too late to comment on the Briefing Book? Staff said yes. However, the group was encouraged to submit comments, and if they are substantive, staff will explore ways to incorporate them in some manner.
- Are the final vision and goals in the packet? Staff said no, Alameda CTC will e-mail them.

#### **5. Overview of the Relationship Between SCS and CWTP-TEP**

Beth Walukas led a discussion on the overview of the relationship between SCS and CWTP-TEP (agenda items 5 and 6). Beth mentioned that in the past, the CWTP used the most recently adopted ABAG projections for the evaluation of transportation projects and programs. She stated that since the adoption of SB 375, the land use and transportation scenarios developed for Alameda County must be consistent between the CWTP, the SCS, and the RTP. Beth said that land use will have a significant role in the CWTP development to reduce greenhouse gas emissions and provide housing for the region to accommodate all income groups.

Beth informed the group that time is being reserved for these discussions at the monthly TAWG meetings, and at the March meeting, staff will present a schedule with topics to address. TAWG members' comments focused on making sure that adequate data is available in time to develop meaningful responses. Members also requested clarification on the process for adding projects once the land use is finalized, and the process for receiving technical information with which to evaluate the effects of the land use and transportation scenarios in terms of how well they achieve the plan goals.



## 6. Discussion of Initial Vision Scenario

Gillian Adams from ABAG gave a presentation on the OneBayArea SCS strategy. The presentation covered the plan requirements and goals, what is new, building on an existing framework, investment strategies, the Initial Vision Scenario including growth distribution, and SCS scenario development. Gillian stated that detailed scenarios will be available in the April or May timeframe. She also mentioned that the process is iterative and is based on feedback from local jurisdictions, Congestion Management Agencies (CMAs), regional agencies, and the public. Beth mentioned that TAWG will be advising ABAG on the Initial Vision Scenario process for Alameda County through its function as the County Corridor Working Group.

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

- Regarding the Housing Methodology Committee, there was a question on whether all staff from all agencies are invited. Beth mentioned staff are invited by nomination and/or invitation, and she provided a list of the people invited to attend those meetings.
- There was a question on the participation for parks and recreations in this process. Gillian said that the participation for Parks and Recreation departments can occur with regard to Priority Conservation Areas, and that ABAG can let the District know about whether there is a meeting set up to discuss preservation. Discussion on how agriculture is being incorporated into the SCS will take place, and the information will be provided to the group.

## 7. Outreach Status Update

Joan Chaplick gave an update on the outreach approach for the CWTP-TEP. She mentioned that the Steering Committee reviewed the approach on January 27 and suggested doing the Outreach Workshops on weekdays and evenings to best accommodate people who are working. Joan said that the toolkit will be modified to represent the changes the Steering Committee suggested. She stated that a second Outreach Toolkit Training was held before this meeting. She also mentioned that a video is on the website for training, and individuals who have received training can download and administer the materials. Joan told the group that MIG is tracking where the toolkit is used and the individuals administering it. She informed the group that a draft stakeholders list is in the packet. It was drafted on January 20, and a more inclusive list is now available on the website.

Outreach Workshops are scheduled on the following dates/locations:

- February 24, Oakland City Hall
- February 28, Fremont Public Library
- March 9, Hayward City Hall
- March 24 ,Dublin Public Library (the original proposed date was changed based on the feedback from the Tri-Valley jurisdictions)

## 8. Finalize the Briefing Book

Cathleen Sullivan discussed the Briefing Book comments received from CAWG, TAWG, Steering Committee, and the community advisory committees. She mentioned that approximately 130 comments were received, and 80 percent of the comments would be included in the updated Briefing Book, whereas 20 percent of the comments will be addressed as the CWTP and TEP are developed (such as how we are addressing land use). She informed the group that at the next TAWG meeting staff will provide responses developed for the comments received. Common transportation themes from CAWG and the December Commission Retreat were reviewed.

*Questions/feedback from the members:*

- How will Alameda CTC come up with a list of realistic projects? Staff stated that in March a preliminary draft list will be developed based on the suggestions and ideas received for review by the TAWG.
- How do we make the decision on what to do first and identify the trade-offs between maintaining and expanding the current system to achieve the goals? The response was that it is a negotiation process and will be the topic of discussion at the July meetings when we see the results of the transportation scenarios evaluation and a preliminary list of CWTP projects.

## **9. Overview of Performance Measures**

Ryan Greene-Roesel led the discussion on proposed performance measures to evaluate systemwide impacts for CWTP investment scenarios. Summaries of common themes of members' input on performance measures were attached. Staff informed the group that written comments must be received by February 28. There was a comment that clarification is needed on the difference between individual projects scoring and scenario analysis using performance measures. There were discussions on the need for the transit measure being equitable in the context of densification and recognizing the different operating environments. Other comments were:

- Geographic equity must be addressed upfront.
- Measures should reflect outcome rather than output.
- We should keep in mind that for the sales tax measure to pass, people will look for tangible benefits to their neighborhood.

## **10. Review of Draft Cost Estimating Guidelines**

Andrea Glerum from Jacobs gave a presentation on the draft cost estimating guide. She explained how the guide will be used, the types of cost estimates, what makes a reliable estimate, how sponsors quantify risks, and what an estimate includes.

TAWG members requested Alameda CTC keep the cost estimating process simple and easy to use.

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

Beth requested the group review the memo in the packet. She mentioned that the development and overall schedule will be re-worked with new information.

**12. Review of MTC's Draft Policy on Committed Funding and Projects and Call for Projects**

Beth reviewed MTC's preliminary draft policy of committed funding and projects and draft guidance for the call for projects memos. She mentioned that MTC is taking comments now on committed projects. MTC will publish a draft policy in March 2011, and will adopt the final in April 2011. Beth mentioned that the agenda packet highlights key dates.

Tess informed the group that the call for projects timeline is very short. A call letter is being issued by MTC to the CMAs on February 10. The web application will be available on March 1. Alameda CTC is developing a process that will assist in helping the jurisdictions. MTC's timeline is included in the packet.

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

Tess informed the group that EMC Research is the team hired for the polling process. EMC Research is in the process of drafting poll questions and will distribute a draft on February 17. She requested feedback by February 22 to present the information to the Steering Committee on February 24.

Tess announced to the group that Alameda CTC has a new logo and the website is in the process of being updated. Alameda CTC is in the process of switching over to new phone numbers and e-mail addresses. She encouraged the group to update their systems to receive e-mail from the new addresses.

Staff informed the group that the upcoming advisory meetings schedule is being updated and will be distributed at the next meeting.

**14. Adjournment**

The meeting adjourned at 4 p.m.

*This page intentionally left blank.*

**TAWG Themes Summary on Performance Measures**  
**February 10, 2011**

The following summarizes feedback received on the draft performance measures proposal presented during the February 10<sup>th</sup>, 2011 meeting of the Technical Advisory Working Group for the Alameda Countywide Transportation Plan. The group discussed proposed performance measures to evaluate system-wide impacts of CWTP investment scenarios.

1. **Regional equity** - Some TAWG members questioned how the performance measures would ensure equitable distribution of funds throughout the region. Others indicated that distribution of resources (particularly for transit projects) should not be driven by geographic equity but rather by land use readiness for transit investment.
2. **Definition of access** - Some TAWG members commented that the proposed access measure (households within 20 minute drive, 30-minute transit trip of major employment center), along with the vehicle hours of delay measure, favor projects that result in faster travel speeds, which they felt was not an appropriate policy goal. Others suggested that a measure reflecting access to frequent transit lines would be more appropriate.
3. **Output versus outcome measures** - Some commented that the proposed measure “percent complete of county bicycle and pedestrian plan” reflect an output and not a policy outcome. Others felt that these were important measures to reflect the degree of system connectivity for bicycles and pedestrians.
4. **Consideration of numeric targets** - Some TAWG members suggested numeric targets be established for each measure, similar to the numeric targets being established at the regional level.
5. **Additional measures suggested** - Additional measures / issues suggested for consideration included transit crowding during the peak hour; density; lifeline access; goods movement; preservation of regional open space; and use of motor vehicle accident rates (versus absolute numbers).

Additionally, many TAWG members identified the need for further clarification regarding how individual projects will be evaluated for the CWTP, since the performance measures will not be used in the project evaluation but rather in the scenario-wide assessments of the performance of packages of projects.

*This page intentionally left blank.*



## MEMORANDUM

**DATE:** March 16, 2011

**TO:** CWTP-TEP Steering Committee

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

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

**Recommendations:**

This item is for information only.

**Summary:**

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

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