



Technical Advisory Working Group Meeting Agenda

Thursday, March 10, 2011, 1:30 to 4 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:

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

1:30 – 1:35 p.m.	1. Welcome and Introductions	
1:35 – 1:40 p.m.	2. Public Comment	
1:40 – 1:45 p.m.	3. Review of February 10, 2011 Minutes <i><u>03 TAWG Meeting Minutes 021011.pdf – Page 1</u></i> <i><u>03A TAWG Summary on PerfMeasures 021011.pdf – Page 7</u></i> <i><u>03B Final Vision and Goals.pdf – Page 9</u></i>	
1:45 – 1:50 p.m.	4. Update on CWTP-TEP Activities Since Last Meeting	
1:50 – 2:00 p.m.	5. Finalize the CWTP-TEP Briefing Book <i><u>05 Briefing Book Comments and Responses.pdf – Page 11</u></i>	
2:00 – 2:20 p.m.	6. Discussion of Committed Funding and Project Policy Comments to MTC <i><u>06 Memo Draft MTC Committed Funds Policy.pdf – Page 33</u></i> <i><u>06A AttachmentB-T2035 Committed Projects.pdf – Page 41</u></i> <i><u>06B Memo AlamedaCTC Comments.pdf</u></i> – (handout at meeting)	

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| 2:20 – 2:50 p.m. | 7. Review and Discussion of Call for Projects
<i><u>07 Memo AlamedaCTC Approved Call for Projects.pdf</u> – Page 53</i>
<i><u>07A Memo MTC Call for Projects.pdf</u> – Page 61</i>
<i><u>07B Preliminary List of Projects and Programs.pdf</u> – (handout at meeting)</i>
<i><u>07C Presentation Project Evaluation.pdf</u> – Page 75</i>
<i><u>07D CWTP-SCS-RTP Process Flowchart.pdf</u> – (handout at meeting)</i>
<i>The CWTP-SCS-RTP process flowchart includes the call for projects and development of land use scenarios.</i> | |
| 2:50 – 3:05 p.m. | 8. Finalize the Performance Measures
<i><u>08 Revised Performance Measures.pdf</u> – Page 79</i>
<i><u>08A Summary of CAWG Perf Meas Comments.pdf</u> – (handout at meeting)</i> | |
| 3:05 – 3:25 p.m. | 9. Transportation Issues for the CWTP
<i><u>09 Transportation Issues Overview.pdf</u> – Page 81</i>
<i><u>09A Summary of CAWG Trans Issues Comments.pdf</u> – (handout at meeting)</i>
<i>Transportation issues for the CWTP will include land use, goods movement, and transportation demand management topics.</i> | |
| 3:25 – 3:40 p.m. | 10. Update on Outreach Activities including a Polling Update
<i><u>10 Memo Outreach Status Update.pdf</u> – Page 97</i>
<i><u>10A Final Polling Questions.pdf</u> – Page 103</i> | |
| 3:40 – 3:45 p.m. | 11. SCS/RTP: Update on Countywide and Regional Processes
<i><u>11 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u> – Page 113</i>
<i><u>11A Summary CW Regional Planning Activities</u> – Page 117</i>
<i><u>11B CWTP-TEP-SCS Development Impl Schedule.pdf</u> – Page 119</i>
<i><u>11C RTP-SCS Overview and Schedule.pdf</u> – Page 123</i> | |
| 3:45 – 3:55 p.m. | 12. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps
<i><u>12 CWTP-TEP Committee Meetings Schedule.pdf</u> – Page 125</i>
<i><u>12A TAWG Roster.pdf</u> – Page 129</i>
<i><u>12B Memo Response to Comments.pdf</u> – Page 135</i> | |
| 3:55 – 4:00 p.m. | 13. Other Business | |
| 4:00 p.m. | 14. Adjournment | |

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

Special TAWG Meeting:

Date: March 18, 2011

Time: 11:30 a.m. to 1:30 p.m.

Location: Hayward City Hall, Room 2A, 777 B Street, Hayward, CA 94541

Next Meeting:

Date: April 14, 2011

Time: 1:30 to 4:00 p.m.

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

Staff Liaisons:

Beth Walukas, Manager of Planning

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

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

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

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Oakland, CA 94612

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www.AlamedaCTC.org

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

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 Cathleen Sullivan, Nelson\Nygaard
<u> </u> P Bonnie Nelson, Nelson\Nygaard	<u> </u> P 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.

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TAWG Themes Summary on Performance Measures
February 10, 2011

The following summarizes major feedback received on the draft performance measures proposal presented during the February 10th, 2011 meeting of the Technical Advisory Working Group for the Alameda Countywide Transportation Plan. The groups 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.

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Alameda County Transportation Commission

Countywide Transportation Plan and Transportation Expenditure Plan Development Process

REVISED VISION AND GOALS

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

FINAL REVISED Vision Statement

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

Goals:

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

Our transportation system will be:

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

MTC's VISION STATEMENT (for reference):

MTC Vision -Transportation 2035

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

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

Goals:

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

RESP	Chap.	Pg.	Other Identifier	Commenter	Comment	Response
Cat	1	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 CWWTP Vision and Goals.
Cat	1	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	1-6	2nd Paragraph	TAWG	"Provide" spelled wrong in the last sentence of the second paragraph.	Addressed on p. 1-7.
Cat	1	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	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	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	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	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	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	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	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 CWWTP, regardless of stage of completion, are included in Appendix A.
Cat	1	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	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 CWTTP 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 CWTTP 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 cautions - 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.
Cat	1, 2	1-22 & 2-10		TAWG	p. iii – Figures 1-10 and Figure 2-10 are the same. Intentional?	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.
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.	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		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?	Inserted a sentence regarding share of people working at home using data from the U.S. American Community Survey on p. 2-15.
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: http://www.abag.ca.gov/jointpolicy/Bay%20Area%20Regional%20Climate%20Protection%20Program_files/frame.htm)</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 – 8th 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				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?	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.
	3-11				3-11 – references to MTC Change in Motion Plan and Transportation 2035 Plan (also on 3-2). They’re the same thing, right?	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”
	3-13				3-13 – first reference to LID, but acronym is not explained until 3-16.	Description of the term has been moved to the first reference. Page 3-14.

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.</p> <p>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>
	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>	<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	4-4	Figure 4-2	TAWG	Figure 4-2 = no key. Does line width represent hours of delay?	Inserted more detail on how PCI varies by jurisdiction (pg. 4-7).
	4	4-7		TAWG	4-7 – LS&R pavement condition needs a longer discussion, or at least a table showing pavement conditions and shortfall in each jurisdiction.	

CS	4	4-19			TAWG	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 CWTTP.	These examples are intended to help generate ideas for the CWTTP 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 Paragraph 1, Line 7		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: http://www.bart.gov/docs/oac/Final%20OAC%20Ridership%20Report%2005%2005%2009.pdf

SB	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
RW	5	5-3		CAWG TAWG	5-18 – Needs discussion of Lifeline transit needs, and the specific transit needs identified in Community Based Transportation Plans.	Chapter 6 will address needs from Lifeline study and CBTPs
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.	No action necessary
SB	5			TAWG	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:	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	Added new section under Summary of Needs addressing these issues (see Pg. 5-29)
SB	5				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				<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 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>Added new section under Summary of Needs addressing these issues (see Pg. 5-29)</p>
SB	5				<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>	<p>Added new section under Summary of Needs addressing these issues (see Pg. 5-29)</p>
SB	5				<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>Added new section under Summary of Needs addressing these issues (see Pg. 5-29)</p>
SB	5				<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>	<p>Added new section under Summary of Needs addressing these issues (see Pg. 5-29)</p>
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>	<p>Added new section under Summary of Needs addressing these issues (see Pg. 5-29)</p>
SB	5				<p>P.94--BART's ridership per capita is shown as 138. But with a total annual ridership of 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>	<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)</p>

SB	5	5-8			TAWG	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. 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.	Addressed on Pg. 5-8
SB	5	5-9			TAWG	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?)	Addressed on Pg. 5-9
SB	5	5-12			TAWG		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)
SB	5	5-19			TAWG	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.	This is not conjecture - it’s from the project EIR. No action necessary.
SB	5	5-24			TAWG	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.	Addressed on Pg. 5-25
SB	5	5-25			TAWG	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)	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.

5	5-28			TAWG	<p>P. 118: Expansion versus Enhancement</p> <p>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</p> <p>“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.”</p> <p>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</p> <p>“Strategies to Address Accessible Transportation Needs”</p> <p>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

RW	5, 2 and 6		General	CAWG	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, F91also 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.	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.
SB & RW	5,6		General	CAWG	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: http://www.accma.ca.gov/pages/HomeCommBasedTransPlan.aspx	We have enhanced Chapter 6 to include text about CBTPs, lifeline and other underserved populations.
	6	6-3		TAWG	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.	Addressed on Pg. 5-14

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				<p>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)?</p> <p>6-8 – Add City CarShare/City of Berkeley Accessmobile to Innovative Services. See 2008 MTC Doris Kahn Award.</p> <p>6-12 – Add accessible carsharing to list.</p>	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	CAWG		
RW	6	6-8		TAWG		
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	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.	Addressed on p. 7-11 and 8-10.
Cat	7+8			Steering Comm	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).	Addressed on p. 1-6, 1-8, 1-10, 1-12, 8-7; already addressed on p. 7-3.
Whelan	11		General	CAWG	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.	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			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	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				TAWG	<p>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.</p> <p>The figure should include BART <u>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.</p> <p>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%)?</p> <p>Please identify acronym for AHBF and AOFS (ferry services).</p> <p>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.</p> <p>Passenger on-time performance should be included, if available.</p> <p>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.</p> <p>Please use updated BART map (with West Dublin / Pleasanton) -> www.bart.gov (beginning Fri., 2/19).</p> <p>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.</p>	<p>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)</p>
SB	5	5-2				TAWG	<p>Addressed on Pg. 5-2</p> <p>Addressed on Pgs. 5-2 and 5-8 (Note: 12% estimate from 2006-07 Performance Report is used)</p> <p>Is in legend; abbreviated for space reasons</p>	
SB	5	5-2				TAWG		<p>Addressed on Pg. 5-2</p>
SB	5	5-2				TAWG		<p>Addressed on Pg. 5-2</p> <p>BART On-Time Performance added to text (see Pg. 5-4)</p>
SB	5	5-3				TAWG		<p>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</p>
SB	5	5-4				TAWG		<p>Addressed on Pg. 5-4</p>
SB	5	5-4				TAWG		<p>Addressed on Pg. 5-4</p>

SB	5	5-21			TAWG	<p>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.</p> <p>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.</p>	<p>Addressed on Pg. 5-21</p>
SB	5	5-21			TAWG		<p>Addressed on Pg. 5-21</p>
SB	5	5-21			TAWG	<p>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).</p> <p>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).</p>	<p>Addressed in SB 375 section on Pg. 5-27 (see below)</p>
SB	5	5-25			TAWG	<p>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?</p>	<p>Addressed on Pg. 5-25</p>
SB	5	5-26			TAWG	<p>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.</p>	<p>Addressed on Pg. 5-26</p>
SB	5	5-26			TAWG		<p>Addressed on Pg. 5-27</p>

COMMENTS SUBMITTED AFTER THE DEADLINE

	7				TAWG	<p>7-3 para 2 – substitute “bicycle facilities” for “bicycle lanes” (we all use a combination of Class I-III facilities on our networks.)</p>	<p>Addressed on p. 7-3.</p>
	7				TAWG	<p>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.</p>	<p>Addressed on p. 7-3.</p>
	7				TAWG	<p>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.)</p>	<p>Addressed on p. 7-3.</p>

7				TAWG	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				TAWG	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				TAWG	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 is in Albany & El Cerrito than Berkeley.)	Addressed on p. 7-9.
7				TAWG	7-9 – Bicycle Parking. 1st Bullet – Berkeley also has bicycle parking ordinance/zoning requirements.	Addressed on p. 7-9.
7				TAWG	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				TAWG	7-9 – Bicycle Parking. 5th Bullet – and the newest, an electronic-card controlled Bikestation at Ashby BART.	Addressed on p. 7-9.
7				TAWG	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				TAWG	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				TAWG	7-10 – formatting error – Local support Programs should be title of next section.	Addressed on p. 7-10.
7				TAWG	7-10 – Berkeley also has a Bicycle Safety Education Campaign	Addressed on p. 7-10.
7				TAWG	7-10 – Safe Routes to Schools – Berkeley has also received SR2S funding.	Addressed on p. 7-10.
7				TAWG	7-10 – Safe Routes to Schools – Berkeley participates in the countywide SR2S program with TransForm.	Addressed on p. 7-10.
7				TAWG	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				TAWG	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				TAWG	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				TAWG	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				<p>8-9 – Missing ideas:</p> <ul style="list-style-type: none"> • Should discuss the health impacts of active transportation, and recognize the growing role of Public Health Departments in walking/active living advocacy. • Should mention the important of Measure B ped funds. • Should mention ADA and ADA Transition Plans to benefit all pedestrians. 	<p>First bullet: We will add a brief discussion.</p> <p>We will add a bullet point on Measure B under the “Multi-jurisdictional programs” section.</p> <p>Third bullet: We will add.</p>
8			TAWG	<p>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.</p>	<p>We are aware of the problems that accrued from reporting inconsistent survey responses, and are working to address them for the Bike/Ped plans.</p> <p>For now, we will delete this section.</p>
9			TAWG	<p>9-3 – What’s the Oakland Intermodal Gateway Terminal?</p>	<p>Defined in footnote on pg. 9-3.</p>
9			TAWG	<p>9-7 – Future Conditions, Land Use and Goods Movement.</p> <p>Change negative term “industrial land supply is “at risk” of transitioning...” supply may transition...</p>	
9			TAWG	<p>9-7 – Truck</p> <p>This is the first mention of the Alameda County travel demand model.</p>	<p>Addressed on p. 9-7.</p>
9			TAWG	<p>9-15 – Figure 9-9 doesn’t add much value</p>	<p>The travel demand model is the source of charts in Chapters 1 and 2.</p> <p>A textual reference has been added in Chapter 1.</p>
10			TAWG	<p>Chapter 10 – general comments</p> <p>This is primarily a parking chapter, and there’s not much on TDM here</p> <p>I’d add these points, at least:</p> <ul style="list-style-type: none"> • 511 has commute benefits program, including carpool ridematching. • Alameda County Guaranteed Ride Home Program • Pre-tax transit benefits nearly doubled in 2010 and bicycle benefits were added for the first time. • 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.) 	<p>Removed.</p>
10			TAWG	<p>10-3 - Use AC transit Easy Pass logo, not VTA (or Boulder?) Eco Pass logo.</p>	<p>• 511 commute benefits program, GRH, pre-tax benefits, and other programs added to p. 10-6.</p> <p>• Guaranteed Ride Home Program is mentioned in the introduction</p> <p>• Berkeley ordinance added to p. 10-8.</p>
10			TAWG		<p>Logo removed on p. 10-3.</p>

10			TAWG	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	Addressed on p. 10-6.
10			TAWG	10-7 – Cut all these images. They don’t add anything.	We have maintained 4 of these photos for illustration purposes.
10			TAWG	10-8 – Too much text on Berkeley parking here. Suggest cutting first paragraph under The Solution, at a minimum	Addressed p. 10-8.
10			TAWG	10-8 – Replace “Eco Pass” with “Easy Pass”	Addressed p. 10-8.
10			TAWG	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)	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			TAWG	10-11 – Increased Revenue – I thought BART had an Access Fund funded by parking revenue. Did they cancel it?	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.



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Memorandum

TO: Planning Committee

DATE: March 11, 2011

FR: Executive Director

W. I.

RE: Draft Committed Funds and Projects Policy

Purpose

For Plan Bay Area, MTC staff proposes to update the Committed Funds and Projects Policy approved by the Commission for the Transportation 2035 Plan. Staff is proposing a more limited set of criteria than in past plans to determine which funds and projects are considered committed, thus “opening up” more projects and funds for discretionary action by the Commission.

The Committed Policy for Plan Bay Area will:

1. Determine which projects proposed for inclusion in the Plan are not subject to discretionary action by the Commission because the projects are fully funded and are too far along in the project development process to consider withdrawing support. Projects that are 100 percent funded through local funds are considered committed and not subject to a project-level performance assessment. All other projects that are not fully funded nor sufficiently advanced in the project development process will undergo a project performance assessment. The results of the performance assessment will be presented to the Commission for its review, and the Commission may consider these results, along with other policy factors, when deciding on transportation projects to be included in the financially constrained plan.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs. The determination of which fund sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

Draft Proposal

The Draft Policy was reviewed by the Bay Area Partnership, Regional Advisory Working Group, and MTC Policy Advisory Council in late January and February 2011. Staff has revised the Draft Policy in response to comments, but because there are disagreements on the definition of committed projects, staff has outlined options for Committee consideration. **Attachment A** contains the Draft Policy, and **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

Staff seeks this Committee’s review and input on the Draft Policy at your March meeting, with Commission action on the final Policy in April. The key issues addressed in the Draft Policy are summarized below.

1. **Threshold Criteria for Determining Committed Projects:** A project is defined as “committed” based on its stage in the project development process. The issue is where to draw the line to indicate the point at which project assessment would not affect the decision to proceed with the project. Below are two options for consideration, both of which would result in significantly fewer committed projects than the approach we followed in Transportation 2035:
 - **Option 1 – Environmental Certification:** *Project has a certified Environmental Impact Report (EIR) and/or Record of Decision for Environmental Impact Statement (EIS) by May 1, 2011.* Under this option, projects would be deemed committed upon certification of the environmental document. The rationale is that by the time a project has cleared the environmental phase, the project has been fully vetted with resource agencies and the community, and project scopes are fully defined and evaluated.
 - **Option 2 – Construction:** *Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011.* This option proposes to require a project to be under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, in order to be designated as committed. The rationale for Option 2 is that projects in the region have often experienced significant cost increases and scope adjustments after achieving an environmental certification. Given this track record, it may be reasonable to reconsider the project based on a set of factors including project performance.

For both options, Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF) projects with full funding and approved baseline agreements as of February 2011 are proposed to be committed. Staff recommends this exception based on the fact that these projects underwent a performance assessment at the regional and state level prior to selection. Further, roughly 90% of the funding tied to these projects is committed, so little funding could be redirected to other regional priorities. Finally, state law requires these projects to be under construction by December 2012, which is prior to the expected completion date for Plan Bay Area.

2. **Threshold Criteria for Committed Funds:** As proposed in **Attachment A, Table 3**, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can amend current policies and develop conditions to guide the expenditure of funds. Like the options for “committed projects”, the proposed committed funds policy is considerably less restrictive than our approach in Transportation 2035. In fact, the draft policy would roughly double the amount of funds subject to discretionary action by the Commission in adopting Plan Bay Area.
3. **Projects Identified as Exempt by Senate Bill 375:** SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, funded pursuant to 2006 Proposition 1B, or were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. MTC staff proposes that since SB 375 does not alter MTC’s authority to select projects for the Plan, a project that meets these criteria may still be subject to

performance assessment for inclusion in the Plan and be subject to Commission discretion based on financial constraint, policy or other considerations.

The enclosed powerpoint presentation provides additional background information on these issues. We look forward to your discussion on March 11th.

Steve Heminger

SH:AN

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Attachment A Draft Committed Policy for the Plan Bay Area

1. Prior Commitment Criteria – Project

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

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:

Option 1 – Environmental Certification

1. Project has a certified Environmental Impact Report (EIR) and/or Record of Decision for Environmental Impact Statement (EIS) by May 1, 2011.
2. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF) projects with full funding and approved baseline agreements as of February 2011.
3. Resolution 3434 Program – Project has a certified Environmental Impact Report (EIR) and/or Record of Decision for Environmental Impact Statement (EIS) by May 1, 2011.
4. Regional Programs – Regional programs with executed contracts through contract period only and 1st and 2nd Cycle Regional Programs with New Act Funding through 2015 (see **Table 2a and 2b**).

Option 2 - Construction

1. Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011.
2. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF) projects with full funding and approved baseline agreements as of February 2011.
3. Resolution 3434 Program – Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011.
4. Regional Programs – Regional programs with executed contracts through contract period only and 1st and 2nd Cycle Regional Programs with New Act Funding through 2015 (see **Table 2a and 2b**).

Table 1: Illustration of Committed Projects, Using T2035 Projects*
(Capacity Increasing, Greater than \$50 million)

	T2035 # of Projects	Option 1 # of Projects	Option 2 # of Projects
Planning	13		
Environmental	21		
Design	17	17	
Right-of-Way	5	5	
Construction	14	14	14
Total Count	70	36	14

*Notes:

(1) Additional T2035 projects may have progressed to construction

(2) Some projects included in the numbers above are deemed committed because they are Proposition 1B CMIA or TCIF projects

Table 2a: Ongoing Regional Operations Program

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

Table 2b: Regional Programs

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

2. Prior Commitment – Funding Sources

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

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

The following criteria are proposed to determine Plan prior commitments:

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

Table 3: Committed versus Discretionary Funds

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

3. Projects Exempt from Senate Bill 375

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

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

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

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Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

Attachment B
Transportation 2035 Committed Projects

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

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MEMORANDUM

DATE: February 21, 2011

TO: Steering Committee

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

SUBJECT: Call for Projects: Alameda CTC Process

Recommendation

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

Summary

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

Discussion

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

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

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

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

Call for Projects

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

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

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

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

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

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

1. Public Involvement and Outreach:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Alameda CTC Timeline for the Call for Projects

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

Table 1: 2011 Call for Projects Timeline

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
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As part of this process, Alameda CTC will request feedback on the following items:

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

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

Attachments

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

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Attachment 07A

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February 14, 2011

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

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

Tom Bates
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 Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

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

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

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

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

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

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

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

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

Sincerely,



Ann Flemer
Deputy Executive Director, Policy

AF: GC

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Attachments:

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

Attachment A

Call for Projects Guidance

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

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

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

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. 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

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)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/opdpd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

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

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

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

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

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

7. Programmatic Categories

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

Timeline

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

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Attachment A.1

RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	<p>Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%</p>
<p><u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	<p>House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident</p>
<p><u>Healthy & Safe Communities</u> 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"> ○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> ● Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% ● Reduce coarse particulate emissions (PM₁₀) by 30% ● Achieve greater reductions in highly impacted areas Associated Indicators <ul style="list-style-type: none"> ● Incidence of asthma attributable to particulate emissions ● Diesel particulate emissions ○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) ○ 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)
<p><u>Open Space & Agricultural Preservation</u> 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"> ● Scenarios will be compared to 2010 urban footprint

Goal	Performance Target (from 2005 levels unless noted)
should focus growth in existing urban areas rather than pursue additional development in outlying areas.	for analytical purposes only
<p><u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
<p><u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)
<p><u>Transportation System Effectiveness</u> 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"> ○ 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: <ul style="list-style-type: none"> • 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
<p><u>Infrastructure Security</u> 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[®], Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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

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

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Attachment A.4
MTC Policy Advisory Council Members

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



Presentation to CWTP-TEP
Technical Advisory Working Group
March 10, 2011



Concurrent Transportation and Land use Development Processes and Schedules



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

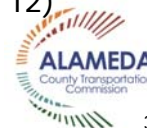


2



Transportation Process and Schedule (March – July)

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



3



Project/Program Evaluation to inform Countywide Transportation Plan

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



4



Project/Program Evaluation to inform Regional Transportation Plan

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



Land Use Process and Schedule

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





How it all comes together

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

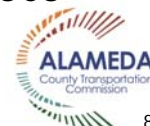


7



July through December

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



8

Revised Alameda County Performance Measures Proposal (3-1-11)

Highlight indicates added from last proposal; strikeout indicates removed since last proposal

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	Percent of all trips made by bicycling, walking, or transit.
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	<p>Accessible:</p> <p>Share of households (by income group) within 30-minute 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)*</p> <p>This measure also serves as a proxy for economic vitality.</p> <p>Share of households (by income group) near frequent transit service** (Source: adapted from Alameda CTC CMP process and the Transit Capacity and Quality of Service Manual)</p> <p>Affordable: Covered by breaking out accessibility metrics by income group. Share of low income and lower middle income residents' household income consumed by transportation and housing (Source: RTP process)</p> <p>Equitable: Geographic 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	<p>See "Reliable and efficient" measures. Also under consideration: % completion of countywide bicycle and pedestrian plans.</p>
(5) Reliable and efficient	<p>Efficiency: Average per-trip travel time for automobile, truck, and transit modes non-automobile modes (Source: Modified from RTP process). This measure also serves as a proxy for economic vitality.</p> <p>Reliability: Ratio of peak to off-peak travel time for automobile, truck, and transit modes (Source: consultant proposal) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)</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> <p>Also under consideration: age and condition of multi-use pathways.</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.

Revised Alameda County Performance Measures Proposal (3-1-11)

Clean Version

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	Percent of all trips made by bicycling, walking, or transit.
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	<p>Accessible:</p> <p>Share of households (by income group) within 30-minute 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 transit service** (Source: adapted from Alameda CTC CMP process and the Transit Capacity and Quality of Service Manual)</p> <p>Affordable: Covered by breaking out accessibility metrics by income group.</p> <p>Equitable: 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>Efficiency: Average per-trip travel time for automobile, truck, and transit modes (Source: Modified from RTP process). This measure also serves as a proxy for economic vitality.</p> <p>Reliability: 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.

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



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MEMORANDUM

To: Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG)
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?

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MEMORANDUM

DATE: March 2, 2011

TO: Technical Advisory Working Group

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

SUBJECT: Update on Outreach Activities

Recommendations

This item is for information only.

Summary

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

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

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

Community Workshops

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

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

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

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

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

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

Workshops Outcomes to Date**Supervisory District 4 workshop (Oakland): February 24th**

attendees (signed in)	53
comment forms received	24
evaluations received	23

Supervisory District 1 Workshop (Fremont): February 28th

attendees (signed in)	35
comment forms received	4
evaluations received	13

Total Workshop Attendees: 88

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:

Date	Advisory Group
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24 th	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 18th, and a short instructional video about the outreach toolkit and how to use it was also posted to the project website on Friday, February 18th 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.

Group	Participants
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
TOTAL	234

In addition to these materials, MIG collected completed questionnaires at the CAC and PAPCO meetings. Overall MIG has received **250 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

City of San Leandro Senior Commission

City of San Leandro Human Services Commission

City of San Leandro Annual Planning Workshops for Paratransit Service

Oakland Yellowjackets

Genesis

Corpus Christi Church

Alameda County Area Agency on Aging

Oakland Metropolitan Chamber

Albany Strollers and Rollers

Maxwell Park NCPC

San Leandro Youth Advisory Commission

City of Berkeley

East Bay Paratransit Rider Advisory Committee

St. Mary's Center

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 **225 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 24th. 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.

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)

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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



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MEMORANDUM

DATE: March 3, 2011

TO: Technical Advisory Working Group (TAWG)

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

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

Recommendations

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

Summary

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

Discussion

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

March 2011 Update:

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

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

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

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

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

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

Jurisdiction	Date to Council/Board	Type of item	Completed?
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	Yes
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
San Leandro	February 22	Working Session	Yes
Union City	January 25	Presentation	Yes

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

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

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

Fiscal Impacts: None.

Attachments:

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

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

Countywide Planning Efforts

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

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

Regional Planning Efforts

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

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

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

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

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

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

Initial Vision Scenario Released: March 11, 2011

Detailed SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

RTP

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

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

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

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Calendar Year 2011

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

Calendar Year 2012

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

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METROPOLITAN
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COMMISSION

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Memorandum

TO: Partnership Board

DATE: February 16, 2011

FR: Ashley Nguyen

W. I.

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

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

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

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

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

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

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

Upcoming Advisory and Steering Committee Meetings Schedule

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

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

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Provide comments on Alameda County land use scenarios • Receive update on Call for Projects outcomes • Receive information on Financial projections and opportunities • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario 	<p>scenarios</p> <ul style="list-style-type: none"> • Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i> • Discussion of Financials for CWTP and TEP • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	<p>CAWG May 5, 2011 2:30 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"> • Review outcomes of initial workshops and other outreach • Review outcomes of call for projects in, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario 	<ul style="list-style-type: none"> • Summary of workshop results and other outcomes • 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> • Additional Analysis and Packaging of Projects for CWTP and Scoring and Screening for TEP • TEP Strategic Parameters- duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i> • TAWG/CAWG/SC update
	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"> • Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Adopt TEP parameters and finalize strategy for selecting TEP projects and programs. 	<ul style="list-style-type: none"> • Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and project/program selection • Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG presents to TAWG) • TAWG/CAWG/SC update
6	<p>CAWG September 1, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan Draft, including preferred land use and list of projects and programs (modeled results will be presented) • Presentation/Discussion of TEP candidate projects

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

Future Meeting Dates:

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

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

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Technical Advisory Working Group (TAWG)

	Date Rec'd	Planning Area	First Name	Last Name	Title	Business Name
1	26-Jul-10	North	Alex	Amoroso	Principal Planner, Planning Department	City of Berkeley
2	2-Aug-10	North	Aleida	Andrino-Chavez	Transportation Planner	City of Albany
3			Eric	Angstadt		City of Oakland
4	30-Jul-10	South	Marisol	Benard	Even Start Program Manager	New Haven Unified School District
5			Kate	Black		City of Piedmont
6			Jeff	Bond		City of Albany
7	22-Jul-10	East	Jaimee	Bourgeois	Senior Civil Engineer (Traffic)	City of Dublin
8			Charlie	Bryant		City of Emeryville
9	2-Aug-10	North	Ann	Chaney	Director of Community Development	City of Albany
10	29-Jul-10	South	Mintze	Cheng	Public Works Director	City of Union City
11	23-Jul-10	Central	Keith R.	Cooke	Principal Engineer	City of San Leandro
12			Brian	Dolan		City of Pleasanton
13	5-Aug-10	South	Soren	Fajeau	Senior Civil Engineer	City of Newark - Engineering Division

Technical Advisory Working Group (TAWG)

	Date Rec'd	Planning Area	First Name	Last Name	Title	Business Name
14	12-Jul-10	East	Jeff	Flynn	Planning Director	Livermore Amador Valley Transit Authority
15	22-Jul-10	Central	Don	Frascinella	Transportation Manager, PWD	City of Hayward
16	29-Jul-10	East	Susan	Frost	Principal Planner	City of Livermore
17	1-Sep-10	South	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District
18	7-Sep-10	East	Robin	Giffin	Senior Planner	City of Pleasanton
19	27-Jul-10	CW	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transportation Authority
20	5-Aug-10	South	Terrence	Grindall	Community Development Director	City of Newark
21	4-Jan-11	North	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning
22	30-Jul-10	North	Diana	Keena	Associate Planner	City of Emeryville
23	30-Jul-10	Central	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency
24	27-Jul-10	North	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department
25	20-Jul-10	South	Wilson	Lee	Transit Manager	City of Union City
26	23-Nov-10		Tom	Liao	Planning and Housing Manager	City of San Leandro

Technical Advisory Working Group (TAWG)

	Date Rec'd	Planning Area	First Name	Last Name	Title	Business Name
27			Albert	Lopez		Alameda County
28	29-Jul-10	South	Joan	Malloy	Economic and Community Development Director	City of Union City
29			Dan	Marks		City of Berkeley
30	30-Jul-10	CW	Gregg	Marrama	Department Manager, Capital	BART
31	30-Jul-10	CW	Val	Menotti	Department Manager, Planning	BART
32	26-Jul-10	North	Matt	Nichols	Principal Planner, PWD	City of Berkeley
33	22-Jul-10	Central	Erik	Pearson	Senior Planner, Planning	City of Hayward
34	16-Jul-10	South	James	Pierson	Transportation & Operations Director	City of Fremont
35			Jeri	Ram		City of Dublin
36			David	Risk		City of Hayward
37			Marc	Roberts		City of Livermore
38	1-Dec-10		Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail
39	30-Jul-10	North	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville

Technical Advisory Working Group (TAWG)

	Date Rec'd	Planning Area	First Name	Last Name	Title	Business Name
40	16-Jul-10	South	Jeff	Schwob	Planning Director	City of Fremont
41	19-Jul-10	North	Tina	Spencer	Director of Service Development and Planning	AC Transit
42	3-Aug-10	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency
43	7-Sep-10	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton
44	27-Jul-10	CW	Lee	Taubeneck	Deputy District Director - District 4	Caltrans
45	27-Jul-10	North	Andrew	Thomas	Planning Services Manager	City of Alameda
46	19-Jul-10	North	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)
47	29-Jul-10	East	Bob	Vinn	Assistant City Engineer	City of Livermore
48	22-Jul-10	East	Marnie	Waffle	Senior Planner	City of Dublin
49	3-Aug-10	North	Bruce	Williams	Senior Transportation Planner	City of Oakland
50	27-Jul-10	CW	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans
51	19-Jul-10	Central	Karl	Zabel	Operations and Development Supervisor	Hayward Area Recreation and Park District (HARD)
Alt	29-Jul-10	South	Farooq	Azim	Principal Civil Engineer	City of Union City

Technical Advisory Working Group (TAWG)

	Date Rec'd	Planning Area	First Name	Last Name	Title	Business Name
Alt	29-Jul-10	South	Carmela	Campbell	Planning Manager	City of Union City
Alt			Nathan	Landau		AC Transit
Alt	19-Jul-10	North	Cory	LaVigne	Director of Service Development and Planning	AC Transit
Alt	19-Jul-10	Central	Larry	Lepore	Park Superintendent	Hayward Area Recreation and Park District (HARD)
Alt		North	Kate	Miller	Capital Planning/Grants Manager	AC Transit

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MEMORANDUM

DATE: March 3, 2011

TO: Technical Advisory Working Group

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

SUBJECT: Response to CWTP-TEP Comments

Recommendations:

This item is for information only.

Summary:

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

To submit comments on line, please see http://www.alamedaactc.org/app_pages/view/1637 or e-mail your comments to Diane Stark at dstark@alamedaactc.org.